A Post Survey

Canada and United Nations

THE FINANCIAL POST

The Canadian Newspaper for Businessmen and Investors

Four Sections

A1-A12: The United Nations
B1-B12: Canada's War Machinery
C1-C-8: Canada's Fighting Forces
(C9-14: Regular Features)
1-14: News Section

Vol. XXXVII | 10c a Copy; $5.00 a Year | PUBLICATION OFFICE: TORONTO, SEPTEMBER 25, 1943 —Section A | Member of Audit Bureau of Circulations | No. 39

Will This Be New World Government?

Pattern is Beginning to Emerge From a Host of Individual Agreements

The most important single fact in the political organization binding together the United Nations is that they are at war with the Axis.

And the strongest bond between them is a statement of aims rather than a political document like a constitution.

That statement of course is the Atlantic Charter of August 14, 1941.

So far, no formal organization for overall direction of United Nations' aims exists.

But these rapidly developing techniques for meeting common problems comes as near to providing a "world government" as history has yet produced.

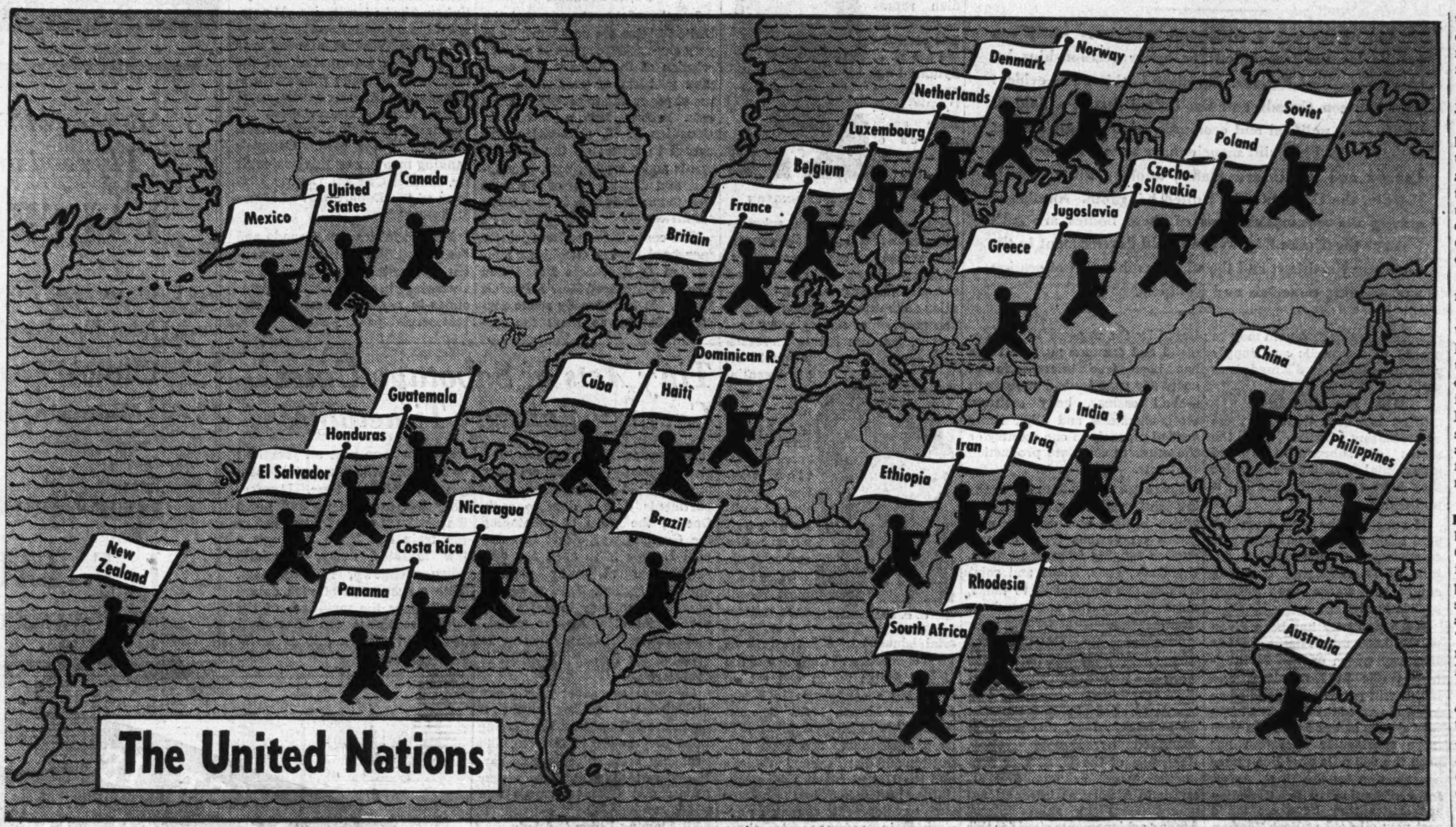
Perhaps, here before our eyes, is evolving the new world government for freemen toward which so many aspire.

Other than the Atlantic Charter the formal political machinery of our union has been tentative, slow in growth. What organizations we have are those created to deal with one specified phase of our allied effort only.

In general two types of government policy decisions control relationships.

First, arrangements for the concentration of productive resources and the flow of supplies by U. S. and the British Empire, and in some measure also of other friendly nations in the light of what would best advance the common cause.

Second, the broad adoption by the United Kingdom and certain Dominions and by the U. S. of the lend-lease principle under which the relative urgency of need of the various allied countries, rather than their ability to make monetary repayment is the prime determinant in the transfer among them of available supplies of essential products.



Pointer for Peace

More and more, arrangements already made between the United Nations point the shape of things to come. Postwar organizations may be the product, not of one embracing covenant or constitution, but of experience in time of war, during which a great variety of international agencies has come into being.

All over the world, American, British, Chinese, Dutch, Dominion and Russian officials are in contact with one another, making combined plans, and learning to work together on everything from ships and tanks to tea and quinine.

Most significant fact is that so far there is little centralization; no one overall agency exists. Instead, machinery has been created in piecemeal fashion as the need has arisen. Some of the agencies deal with regional problems; others with a limited range of problems on a world-wide scale. In certain sectors, notably in the southwest Pacific, regional military, naval and air commands have been established. Sometimes the job of linking the member states is accomplished with special missions or envoys appointed to carry on private negotiations.

Lines Blurred

The lines between domestic and international activity are blurred. National administrative agencies of the powers concerned sometimes engage in domestic business and other times extend their functions into the international sphere. The result is a conglomeration of international boards and domestic staffs, whose duties intermingle. Administrative officers of national units deal directly with their opposite numbers in other states without benefit of diplomatic intermediaries and simultaneously perform both national and international tasks. So far no attempt has been made to establish superstates.

Most indicative perhaps of the type of United Nations' organization which is emerging was the Food Conference held in June, 1942 in Virginia.

The Food Conference

Of particular interest to Canada, as a relatively small nation with a very big world stake in certain commodities and an immense stake in foreign trade, was the principle of United Nations' co-operation brought into focus at this conference.

That principle was that in matters in which nations have a particular interest, they shall be included at the highest level. Canada hence became a senior member of discussions on food, as Norway would on shipping, as Brazil would on coffee.

To come out of this conference is a United Nations' food organization, permanently established to help fulfill the five declarations for a new world order of peace through plenty there agreed to by the 45 nations participating.

Meanwhile an "interim commission," headed by L. B. Pearson, of the Canadian Department of External Affairs, is making the early steps toward translating conference ideals into action.

Exchange Stabilization Talks are another form of collaboration between the United Nations. As yet these have been informal meetings between fiscal authorities of Britain and the United States. Canada has discussed the aims and probable means of achieving them with each.

Observers expect some formal body to emerge.

Such a body would be an International Clearing House.

International Airways is another problem being tackled. So far no formed international organization has emerged. But both British, Canadian and American governments have groups studying the problem.

Since many of the world's most important air routes cross Canada it appears that the Dominion is to have an important voice in the deliberations.

Opinion of the American group is reported to be that the U. S. should oppose government ownership of air lines and any individual monopoly of that free international transit of non-military aircraft over specific international airways should be granted.

The Anglo-American Caribbean Commission was created March, 1942, to consult on problems of these two countries concerning Caribbean labor, agriculture, social welfare. It has arranged transfer of West Indian labor to the U. S. for instance. Real significance was suggested when U. K.'s Colonial Secretary Stanley described this body as a possible pattern for future collaboration on colonial administration.

But in addition to these ad hoc international organizations now assuming formality, the United Kingdom and the United States earlier established other bodies of international collaboration for coordination and marshalling of all resources.

These bodies are vital links in binding together the United Nations.

Combined Chiefs of Staff—Announced Feb. 6, 1942, this combined body has the function of ensuring co-ordination of the war effort of the United States and Britain and to provide for full British and American collaboration with the United Nations.

It is the function of the combined staffs meeting in Washington to map out broad strategical plans in the form of joint recommendations to the heads of their respective governments.

The combined Chiefs of Staff is thus the control agency for planning and co-ordinating the military, naval and air effort in every part of the world, in land, sea and air.

Representatives of the other United Nations such as China, The Netherlands, Australia and the Soviet Union, consult with the combined Chiefs of Staff in the consideration of matters concerning their national interests.

This was a further and logical development of an earlier measure of co-ordination which was announced Jan. 3, 1942. Then all the forces in the southwest Pacific area were put under General Sir Archibald Wavell, as Supreme Commander, Generalissimo Chiang Kai-Shek took supreme command over all the land and air forces of the United Nations then operating in the Chinese theatre of war.

Combined Raw Materials Board —Munitions Assignment Board — Combined Shipping Adjustment Board — these three were announced Jan. 26, 1942 for joint action and co-ordination of the U. K. and U. S. war activities.

Combined Production and Resources Board and the **Combined Food Board** were created July 9, 1942 as further means of co-ordination and rationalization of available supply.

Glance at each of these Boards:

Combined Raw Materials Board is primarily a planning and coordinating organization, although possessing also certain operating functions.

As the Board has described its task, "it must maintain an overall view of the raw-materials position for the United Nations, and on the basis of this over-all picture it must determine what combined action is necessary to ensure the maximum supply, and most effective distribution and use, of strategic materials throughout the United Nations."

The Board has also been helping to co-ordinate the search for, and development of, new sources of supply throughout the accessible world, maintaining close contact with the various United States or United Kingdom raw-materials missions.

In order to bring out greater supplies while avoiding competitive bidding, and to provide long-term contracts at fair prices, the purchase outside their home territories on all supplies of certain commodities has been concentrated in single agencies of one government or the other.

For example, all procurement of crude rubber in Latin America and Liberia is being made by the agencies of the United States Government, while the rubber available from the rest of Africa and Ceylon is being purchased by the British Ministry of Supply.

The Board is also active in promoting the pooling of the technical experience of various countries in conservation of critical materials and reduction of civilian uses.

Originally Canada had no representation on this Board. But in November, 1942, recognizing Canada's importance as a munitions producer, Hon. C. D. Howe was made member of the Board. As his active representative Mr. Howe selected E. P. Taylor.

Munitions Assignment Board envisions the entire munitions resources of Great Britain and the United States as a common pool. The co-ordinate boards promptly formed in Washington and in London operate, under the direction of the Combined Anglo-American Chiefs of Staff, in advising on all assignments among the United Nations, both in quantity and priority, of the finished munitions available from the respective countries "in accordance with strategic needs."

A similar committee has been set up in Australia, and another is being formed in India.

Canadian surplus production has been allocated either by a committee at Ottawa, or by one of the two main boards, in Washington and in London. The production of the munitions within each of the countries is planned and controlled by its own military and war production authorities.

The Combined Shipping Adjustment Board is based upon the principle that the shipping resources of Great Britain and the United States are "deemed to be pooled." The joint boards set up in Washington and London have the task of co-ordinating the operations of the merchant shipping owned or controlled by the two countries. The actual movements and allocations of the ships are directed by the United States War Shipping Administration and the British Ministry of War Transport, respectively.

The British Ministry of War Transport directly controls the movement of British shipping, while American vessels operate under orders from the War Shipping Administration. Norway, The Netherlands and other United Nations have contributed ships and sailors for charter operations under the direction of the Ministry of War Transport or War Shipping Administration.

The Combined Food Board is charged in the field of foods, food materials and the equipment for their production, with functions which are approximately similar to those of the Combined Raw Materials Board. Such information as is available regarding its actual operations indicates that they are developing along lines roughly parallel to those of the Raw Materials Board. Canada is also represented on the various committees of the Food Board in Washington, and the other British Dominions and Colonies are in contact with the Board through the London Food Committee.

The Combined Production and Resources Board was established later in the year, "to complete the organization needed for the most effective use of the combined resources of North America (United States and Canada) and the United Kingdom for the prosecution of the war." The functions of the Board are "to combine the production programs of the United States and the United Kingdom and Canada into a single integrated program, adjusted to the strategic requirements of the war . . . and to all relevant production factors; . . . to take account of the need for maximum utilization of the productive resources available to the United States, the British Commonwealth of Nations, and the United Nations, the need to reduce demands on shipping to a minimum, and the essential needs of the civilian populations"; and, "in close collaboration with the Combined Chiefs of Staff, assure the continuous adjustment of the combined production program to meet changing military requirements . . . . . ."

In addition to these boards is joint action of another kind.

Supply Boards—such as U. S. has made in conjunction with certain Latin American countries to ascertain total requirements of those countries for essential products from the U. S.; second, for dovetailing import control systems of these countries with U. S. priority systems.

Similar arrangements have been made with the United Kingdom.

The U. S. Board of Economic Warfare—The British Ministry of Economic Warfare — both work together for the co-ordination of the American export licensing system with the British Navicert System, in the control of shipments to neutrals in Europe, and in buying essential materials from countries accessible to Germany.

The Inter-Allied Committee on Postwar Requirements—This large body also known as the Leith-Ross Committee was set up in London in September, 1941, for the purpose of laying concerted plans to secure "food, raw materials, and articles of prime necessity" to be "made available for the postwar needs of countries liberated from Nazi oppression."

What has been done in the way of supplying food and other materials to the peoples of North Africa, since the arrival of the Anglo-American forces, has been distinctly a joint British-American effort, operating through the North African Economic Board. However, the more comprehensive United Nations relief organization, which is to deal with the problems to be faced in areas occupied during the war and in the liberated countries after the war, is understood to be in process of formation.

Wheat Agreement — Related in purpose to these organizations, actual and prospective, for furnishing relief supplies, is the agreement reached at Washington July, 1942, by representatives of the governments of the five nations with the largest stake in the overseas trade in wheat, namely: Argentina, Australia, Canada, and the United States as the major exporting countries, and the United Kingdom as the principal importing country.

It provided for the establishment of a pool of wheat to be available for intergovernmental relief in war-stricken and necessitous areas, as soon as the international situation permits.

The United States, Canada, and the United Kingdom are to provide the basic relief pool of 100,000,000 bushels, with the four exporting countries to share in any additional contributions to the pool that may be necessary.

While this is an emergency arrangement, it is presented as the first step toward the conclusion of a comprehensive international wheat agreement, as soon as circumstances permit its consideration by a broader body of interested countries.

While a great deal has been accomplished to date, no sensational developments along the line of international government have yet occurred.

Significant Developments

But despite this lack of precedent-shattering ventures, certain tendencies are discernible which, if they continue, may have revolutionary consequences.

Collaboration among many members of the United Nations, despite the absence of a central government over them, is now so intimate and affects so many aspects of their political and economic life that a sudden snap-back to pre-war conditions of isolationism would be well nigh impossible.

Their ways and modes of living are being so drastically revamped and made so mutually dependent that the wartime ties could not be severed without a general collapse.

International governments created in this unspectacular fashion lack the glamor associated with a great charter or a solemn covenant but the international arrangements developing in such a manner may prove stronger and have a far sounder basis for the future than a special new edifice constructed at one stroke of the pen.

Production for Victory

One of a monthly series

Report for September

Canada and the United Nations

In this issue of The Financial Post is presented a report on the machinery that the free people of the world have set up to combat the greatest threat that has ever menaced their liberty. It is a report on the United Nations, on the British Commonwealth of Nations and on Canada herself, a land whose name is growing in stature among the nations.

And it is a report which shows why Canada has grown bigger to face the tasks of war. It shows the cost to Canadians of Canada's bigness — the work and sweat and blood that has mortared the edifice we are rearing—and the cost in dollars.

It is appropriate that this report should be published at the present time, for Canadians, three weeks hence, will be asked to pay a part of the cost of building this new nation. The request will not come with the whine of a Nazi shell or the bark of a Jap machine gun as it is coming to Canadian fighters. It will come as an invitation to Canada to volunteer a part of the nation's savings for war service.

Today, in every corner of this Dominion, men and women are toiling to make the Fifth Victory Loan a success. Unless it is a success, the labor and blood that Canada is expending in the name of freedom will fall somewhere short of the achievement that can be realized. For in modern war, money savings must be made to match our sacrifices, investment must back our industry, bonds are nearly as important as bombers.

If the loan is to be crowned with success, there will have to be subscribed $105 for every man, woman and child in Canada, An important part of this will be contributed by savings institutions and other corporations, but even with this assistance, individual Canadians will be asked to subscribe an average of $46 apiece to meet the loan's objective.

Large though they appear, such sums can be provided by the people of Canada. A larger total than is now being asked was volunteered last May in the Fourth Victory Loan, and although nearly 2.7 million subscriptions were entered, it is clear that about half of Canada's working population did not participate.

In three weeks will come another opportunity for the home front to prove itself worthy of the fighting fronts. It is an opportunity for organizers to plan the steps that will reach all those who have previously bought bonds, to appeal to all those who have not. It is an opportunity for community leaders to lend every assistance to their local organizations.

Most of all, it is an opportunity for every individual Canadian to ensure the liberty which free men demand.

Fifth Victory Loan

Be Ready to Subscribe
Oct. 18—Nov. 6

Index to This Issue

There are four sections to this issue of The Financial Post. Pages and sections are as follows:

A1 to A12 — The United Nations.

B1 to B12 — Canada's War Machinery.

C1 to C8 — Canada's Fighting Forces.

(C9 to C14 — Regular Financial Post Features).

1 to 14—News Section.

Index to News Section, page 2

Canada-U.S. War Co-ordination

Pattern Being Established for Closer Relationships

Out of the war is arising the machinery which can readily lay the foundation for better relationships between the Allied Nations. No place is this more evident than between Canada and the United States, a field in which close political and economic relationships are not entirely new. Five joint agencies have been set up between Canada and the United States; another three include Canada, the U. S. and the United Kingdom. Numbered among the accomplishments of these bodies are such tasks as the Alaska Highway, oil field development in the Canadian Northwest and the whole problem of allocation and dividing materials and products.

Traditionally war is an engine of destruction. But out of the present terrible conflict has come the greatest example of economic co-ordination ever achieved between two great world powers.

Close political and economic relationship between Canada and the United States did not, of course, start merely with the Great War. Historically, one can go back some 125 years to the Rush-Bagot Convention which outlawed fortification and war ships along both sides of the southern boundary of what was then Britain's last remaining North American colony. There the record has been slowly accumulating through mutual desire to cooperate in respect of waterways, fisheries and other interboundary problems.

The new order dates back in point of time to the historic dictum of President Roosevelt at Ivy Lea on the St. Lawrence River when the U. S. President announced a common front to all aggressors and declared that the United States would not stand idly by if Canada were ever molested.

Significant Steps

Not long afterward Canada found herself at war. There followed in quick and significant succession the meetings at Ogdensburg and at Hyde Park.

Out of these has sprung at least five major agencies actively and effectively working to achieve the closest possible co-ordination between the productive economic and military resources of the two nations. The five agencies are as follows:

Canada-United States Permanent Joint Board on Defense.

Joint Economic Committees of Canada and the United States.

Joint War Production Committee of Canada and the United States.

Material Co-ordinating Committee, United States and Canada.

Joint Agricultural Committee of the United States and Canada.

In addition to these joint agencies the two nations now participate in at least three major organizations patterned for the most part on what had already been worked out as between Canada and the United States but designed for co-operation in a larger United Nations sphere. These three organizations are:

Combined Production and Requirements Board.

Combined Raw Material Board.

Combined Food Board.

So far as the CPRB is concerned, Canada is a participant on the top level with Britain and the United States. In respect of the other two committees, Canada participates actively on the "working" level. They are mechanisms by which co-ordination of production and resources on this continent may be geared to the needs and supply position of the United Kingdom as well.

What Has Been Done

What has been done by these co-ordinating bodies and the scores of subcommittees and intercapital visitations which they have spawned? The list is impressive.

It runs all the way from the $115 millions Alaska Highway to co-operation on the smallest details of interchanging threshing equipment across the western prairie border.

Much publicity has been given to the 1,600 mile Alaska-Canada Highway which opened for military traffic in Nov., 1942, and which will revert to Canada as an integral part of the Canadian highway system at war's end. An even more spectacular operation has been the 600 mile pipe line under construction by the U. S. Army. In conjunction with Canadian authorities they have created a vast new oil field at Fort Norman and a cross-mountain pipe line from the Norman wells on the Mackenzie River clear through to Whitehorse in the Yukon.

Not only is this project one which baffles the imagination, but its postwar importance on a continent which is already beginning to fear exhaustion of its oil wells, cannot be overestimated.

Joint War Production

In the field of joint war production alone, some vitally important results have been obtained. Urged by the urgency of war demand and common purpose there has been free interchange of necessary supplies and equipment—shell casings, body castings, steel, chemicals and other items needed urgently in one country or the other to complete production contracts.

There are no less than ten working joint technical subcommittees which initiate and develop programs on various types of production ranging from small arms, chemicals, guns, shells and communications equipment, to tanks, airplanes, corvettes and merchant ships.

Just recently announcement was made for the first time of the work of a British-American-Canadian combined committee on standardization of ship design. Set up in March, 1943, this group is described by Donald Nelson, Chairman of the U. S. War Production Board as "The first attempt in history at international co-ordination in shipbuilding." Among achievements cited for this committee are the standardization of ship-driving machinery which is said to have freed enough capacity to turn out geared turbines for 350 of the new 15-knot Victory type cargo ships in 1944.

Materials Co-ordinated Early

One of the earliest and most important co-ordinating groups on the economic side has been the Materials Co-ordinating Committee. Canadian representatives on this committee are H. J. Symington and George C. Bateman. Here again scores of practical day-to-day accomplishments have been achieved through subcommittees on forest products, copper, zinc, nickel and other ferro-alloys. This co-ordination has included not only exchange of vital information on the stocks, production and consumption of strategic raw materials, but has led to increased production of essential primary war metals and materials, increase in transportation facilities, regulation of civilian consumption and so forth.

H. J. SYMINGTON

G. C. BATEMAN

One of the most recent committees has been the establishment of a joint agricultural committee of Canada and the United States which was set up following a conference in Washington in March, 1943. The responsibility of this committee is to keep agricultural and food production and distribution in Canada and the United States under continuing review in order "to further such developments as may be desirable in reference to those phases of wartime agricultural and food programs that are of concern to both countries." Here again the technique is to divide the work into combined subcommittees on cereals, foodstuff, fats and oils, meats, fruit and vegetables, fertilizer and farm machinery.

Canada and the U. S. also gear their food problems to the combined food board of which the U. K. and U. S. are top-ranking members. Typical of the arrangements completed through this organization has been the pooling and distribution of supply and stocks of new-cured leaf tobacco, the U. S. dried fruits and the concerted attempt to place statistical information for each country on as nearly a comparable basis as possible.

Paper Products

In other fields Canada and the United States are now working in very close collaboration to achieve solution of the difficult and complex problem of production and use of paper and paperboard products. In Aug., 1943, a joint U. S.-Canadian-U. K. Committee was named to report on the requirements and supplies, uses, production and distribution of the pulp and paper industry in the three countries.

This committee has been jointly sponsored by the Combined Production & Resources Board and also the Combined Raw Materials Board. It has already made recommendations to meet the immediate future and is expected to prove a potent influence in resolving problems and differences of view between conflicting groups.

Even before this committee was set up liaison had been established between the Canadian Wartime Prices & Trade Board and the U. S. Office of Price Administration in respect of newsprint prices and between Canada's WPTB and the War Production Board in regard especially to curtailment of newsprint and magazine paper.

North Pacific Planning

Looking toward the future, joint economic committees of Canada and the United States are now engaged in an imaginative undertaking known as the "North Pacific Planning Project." This area embraces almost a million square miles in the Peace River and Yukon-Alaska territories. At present it has a population of only 100,000 people. What is intended is to gather basic information on the region and to make recommendations for the ultimate development of resources, improvement of standards of living, settlements, etc., within the area. Canada's ranking member on this project is Dr. Charles Camsell, Deputy Minister of the Department of Mines & Resources.

For the future also, Canada and the United States have already exchanged notes (Nov. 30, 1942)—sketching broadly certain principles in regard to economic and commercial policy.

Tiny Acts of Sabotage Upset German Railway Timetables

In Europe railway trains, instead of having Pullman cars, are mostly divided into small compartments with a door to each. One of the ways of sabotaging the German war effort in occupied Europe is to open the carriage door at every possible opportunity, and leave it swinging. It is so easy to do; a tiny act of forgetfulness—or of remembrance. Nobody can be arrested for it, but the effect is considerable.

Germans are short of railway material and rolling stock; if doors are left open on the moving train they swing to and fro, and probably break. The whole carriage has to be sent to the repair shops; and German troops and goods are held up.

Slowing Down the Axis

Even if doors are continually left open when the trains are stationary, it has an almost equally upsetting effect on transport. The railways of Europe are inextricably bound by timetables. Each train must run past all junctions on its route within a certain margin of its allotted time. If somebody has to walk up and down the platform closing doors before the train can leave it causes a few minutes' delay, especially when manpower is insuffïcent. With a succession of such delays at all stops the mainlines of the whole continent can be slowed down and thrown into inextricable confusion.

Defense Spending

Herewith The Financial Post presents the breakdown of Canada's expenditures on the three armed forces for the current fiscal year, a record high figure of $3.4 billions. Note that pay and allowances takes a larger share of the army dollar than it does for the other two services, accounting for approximately one-third of the army expenditures, one-fifth of the air force, and about one-sixth of naval spending.

War Appropriation, 1943-44
Estimated Expenditures by Services

ARMY	
Civil salaries and wages	$ 8,832,687
Pay and allowances	539,730,211
Travel, transportation and freight	74,190,769
Construction, purchase, repairs and oper. exps. of properties:	
(a) Capital expenditure	62,780,482
(b) Repairs, oper. exps. & rentals	46,620,690
Personnel supplies & services	185,868,300
Signal and wireless	27,826,751
Ammunition and bombs	273,325,890
Armament, rifles, machine guns, mortars and guns	123,070,907
M. T. vehicles	371,853,674
Operating cost of mechanical transport	35,187,833
Sundries, printing, stationery, telephones, telegrams, etc.	14,711,815
	$1,764,000,000
NAVY	
Civil salaries and wages	$ 6,192,054
Pay and allowances	89,565,119
Travel, transportation and freight	6,978,000
Construction, purchase, repairs and operating exps. of properties:	
(a) Capital expenditure	36,579,608
(b) Repairs, oper. exps. & rentals	6,267,182
Personnel supplies & services	22,015,072
Signal and wireless	4,592,188
Ammunition and bombs	14,245,890
Armament	42,415,548
Fuel cost of ships	25,257,798
Acquisition, construct., charter, repair and upkeep of ships	167,571,202
Naval stores	57,651,110
Miscel. stores and services	6,552,959
Sundries	3,261,237
	$489,144,967
AIR FORCE	
Civil salaries and wages	$ 18,620,637
Pay and allowances	238,023,232
Travel, transportation and freight	20,838,068
Construction, purchase, repairs and operating exps. of properties:	
(a) Capital expenditure	93,421,100
(b) Repairs, oper. exps. & rentals	13,482,925
Personnel supplies & services	50,451,918
Signal and wireless	26,838,773
Ammunition and bombs	23,990,000
M. T. vehicles & marine craft	10,508,405
Fuel costs	29,368,636
Aircraft, engines and spares	231,846,296
Miscel. stores & equipment	26,623,160
Flying training contracts	33,805,829
Maintenance of overseas squadrons	303,783,729
Sundries	7,818,706
	$1,129,421,414
SUNDRY SERVICES	
Departmental administration	$ 1,526,405
Dependents' allowance board	657,700
Internment operations	8,430,895
Dependents' supplementary grants fund	1,285,000
Inspection board of the U. K. and Canada	10,600,000
	$22,500,000
	$3,405,066,381

First things must come first!

OUR own Canadian Navy convoys more than forty percent of the vast flow of tanks, planes, guns, munitions, war equipment, food, clothing, medical and other essential supplies which Canadian workers on sea and land, in factory, mine and forest produce in a steady flood for the United Nations.

Measured in dollars, these vital exports were worth more than two and one quarter billion in 1942.

Every effort is being made to allocate available shipping space to ensure an orderly inward and outward flow of priority materials, but the movement of goods which contribute to victory must come first.

For advice and assistance respecting imports from all countries and shipments to Latin American countries, write to the Shipping Priorities Committee, Room 123, West Block, Ottawa.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA
Hon. James A. MacKinnon, M.P., Minister

STEEL PLATE Work

FOR CANADA'S WAR INDUSTRY

The plant and facilities of Toronto Iron Works, Limited, are constantly turning out important steel plate units essential to our country's war industry. Despite these heavy demands, we are not overlooking other customers and shall endeavour to take care of orders for . . .

STORAGE TANKS - PRESSURE TANKS
BINS and HOPPERS - STEEL STACKS
WELDED and RIVETTED STEEL PIPE

Designed - Fabricated - Erected

The TORONTO IRON WORKS Limited
TORONTO MONTREAL

Millions of Feet of Canadian Plywood are bonded with

LAUCKS GLUES

Casein and Soybean Glues
Urea-Formaldehyde Resins
Phenol-Formaldehyde Resins
Melamine Resins

●

Your Glue Headquarters

I. F. LAUCKS, LTD.

VANCOUVER, B.C.

HIS CASE IS PURELY METAL
½" X 2"
RUSH
TOLEDO
FORM 1129
PRIORITY
16 GAUGE
18 WEEKS DELIVERY

PLASTICS MAY SOLVE
YOUR PRODUCTION HEADACHES

IN scores of industries where metal shortages caused production headaches, molded plastics are filling the bill. **Plastics are better than metal** for many purposes. Possibly for yours. In other cases, metals are still the only satisfactory material, either alone or in combination with plastics. Even in doubtful applications, we prefer to advise caution rather than risk the worthy reputation of plastics. Reliable Plastics is equipped to serve you completely from advice by our skilled engineers to making the molds and producing plastic parts.

Modern plastics are no "best-you-can-get" substitute for metal. Plastics have long and steadily broadened their successful competition with metal on simple merit. Now that metal supplies are so completely absorbed by war requirements, plastics are finding hundreds of applications in new fields.

Plastics can be strong and durable, resisting wear, moisture and corrosion. Plastics can be beautiful in an infinite variety of colours . . . transparent, translucent or opaque. Plastic parts usually mean less weight, less work, less cost, less production time . . . a definite saving in manpower.

Prime Contractors Consult With Us

Plastics have many wartime applications. Hardly a weapon or machine of war is without plastic parts. War orders must, of course, have priority treatment but many manufacturers of normal merchandise are finding that plastics relieve them from metal-shortage worries.

Whatever your production problem may be, whether it is immediate or postwar, injection molded plastics may provide the solution. Talk it over now with Reliable Plastics engineers.

RP

RELIABLE PLASTICS
A DIVISION OF RELIABLE TOY COMPANY
258 CARLAW AVENUE, TORONTO ESTABLISHED 1920

United Nations—Production, Resources

Their Combined Might Works Together for a Single Purpose

Australia

Area—2,974,581 sq. miles.
Population—6.9 millions.
Exports—$518 millions.
Imports—$508 millions.
Main Exports — Wool, Wheat, Gold, Meat, Butter.

Belgium

Area—11,752 sq. miles.
Population—8.4 millions.
Exports—$724 millions.
Imports—$765 millions.
Main Exports — Manufactured goods (i.e., wool, cotton, flax, leather, glassware, iron, steel and zinc).

Brazil

Area—3,285,319 sq. miles.
Population—45 millions.
Exports—$296 millions.
Imports—$296 millions.
Main Exports — Coffee, Rubber, Tobacco, Sugar, Yerbamate, Cacao, Hides and Skins, Meat.

Britain

Area—94,278 sq. miles.
Population—47 millions.
Exports—£ 596,761,041.
Imports—£ 1,029,064,626.
Main Exports — Coal, Textiles, Iron and Steel, Cutlery, Machinery, etc.

Canada

Area—3,694,863 sq. miles.
Population—11.5 millions.
Exports—$845 millions.
Imports—$676 millions.
Main Exports—Non-ferrous Metals and their products, Agricultural and Veg. Products, Wood and its products, Animals and their products.

China

Area—4,457,000 sq. miles.
Population—491 millions.
Exports—$153 millions.
Imports—$261 millions.
Main Exports—Oils, Tallow, Wax, Animal Products and Poultry, Metals and Minerals, Hides, Skins, etc., Raw Silk, Tea.

Costa Rica

Area—23,000 sq. miles.
Population—577,833.
Exports—$9 millions.
Imports—$13 millions.
Main Exports—Coffee, Bananas.

Cuba

Area—44,178 sq. miles.
Population—4.1 millions.
Exports—$142 millions.
Imports—$106 millions.
Main Exports — Sugar, Tobacco, Coffee, Fruits and Vegetables.

Denmark

Area—16,570 sq. miles.
Population—3.8 millions.
Export—$335 millions.
Imports—$354 millions.
Main Exports — Agricultural Produce, Dairy Products, Fuel, Metal and Wood Manufactures.

France

Area—212,895 sq. miles
Population—41.9 millions.
Exports—$876 millions.
Imports—$1,322 millions.
Main Exports — Chemical Products, Iron and Steel, Textiles, Automobiles, Wines, Soaps, Perfumes.

Czecho-Slovakia

Area—54,250 sq. miles.
Population—15.3 millions.
Exports—$354 millions.
Imports—$292 millions.

Dominican R.

Area—19,322 sq. miles.
Population—1.5 millions.
Exports—$15 millions.
Imports—$11 millions.
Main Exports — Sugar, Cocoa Beans, Coffee, Tobacco.

El Salvador

Area—13,176 sq. miles.
Population—1.7 millions.
Exports—$10 millions.
Imports—$9 millions.
Main Exxports — Coffee, Gold, Sugar.

Ethiopia

Area—350,000 sq. miles.
Population—7.7 millions.
Exports—$8 millions.
Imports—$24 millions.

Greece

Area—50,271 sq. miles.
Population—7.1 millions.
Exports—$90 millions.
Imports—$131 millions.
Main Exports—Tobacco, Olives, Oranges and Lemons, Almonds.

Guatemala

Area—45,452 sq. miles.
Population—3.1 millions.
Exports—$16 millions.
Imports—$21 millions.
Main Exports — Coffee, Sugar, Bananas.

Haiti

Area—10,204 sq. miles.
Population—3 millions.
Exports—$9.5 millions.
Imports—$7.6 millions.
Main Exports — Coffee, Cotton, Logwood, Sugar.

Honduras

Area—44,275 sq. miles.
Population—962,000.
Exports—$6 millions.
Imports—$11 millions.
Main Exports—Bananas.

India

Area—1,809,000 sq. miles.
Population—353 millions.
Exports—$554 millions.
Imports—$467 millions.
Main Exports—Tea, Wheat, Rice, Cotton, Rubber.

Iran

Area—628,000 sq. miles.
Population—15 millions.
Exports—$150 millions.
Imports—$92 millions.
Main Exports—Heavy Oil, Petrol, Carpets, Opium, Gum, Fruits.

Iraq

Area—116,000 sq. miles.
Population—3.6 millions.
Exports—39 millions.
Imports—$46 millions.
Main Exports—Oil, Wheat, Dates, Wool.

Jugoslavia

Area—96,296 sq. miles.
Population—13.9 millions.
Exports—$117 millions.
Imports—$114 millions.
Main Exports — Grain, Cattle, Timber, Prunes.

Luxemburg

Area—999 sq. miles.
Population—296,913.
Exports and Imports—Included in Belgium.
Main Exports—Iron Ore.

Mexico

Area—767,198 sq. miles.
Population—18.9 millions.
Exports—$110 millions.
Imports—$110 millions.
Main Exports—Petroleum, Silver and Gold, Copper, Lead and Zinc, Hemp, Coffee, Cotton, Resins, Vegetables.

Netherlands

Area—13,514 sq. miles.
Population—8.6 millions.
Exports—$568 millions.
Imports—$776 millions.
Main Exports — Dairy Products, Tulip Bulbs, Diamonds (polished).

New Zealand

Area—104,015 sq. miles.
Population—1.6 millions.
Exports—$223 millions.
Imports—$216 millions.
Main Exports—Wool, Meat, Dairy Products.

Nicaragua

Area—51,660 sq. miles.
Population—750,000.
Exports—$4 millions.
Imports—$5 millions.
Main Exports—Coffee, Bananas, Sugar, Timber.

Norway

Area—124,556 sq. miles.
Population—2.9 millions.
Exports—$190 millions.
Imports—$290 millions.
Main Exports — Fish, Pulp and Paper, Silver Fox Furs, Iron.

Panama

Area—31,890 sq. miles.
Population—467,459.
Exports—$4 millions.
Imports—$14 millions.
Main Exports — Bananas, Coconuts, Cacao, Coffee.

Philippines

Area—114,400 sq. miles.
Population—14.8 millions.
Exports—$115 millions.
Imports—$131 millions.
Main Exports — Sugar, Hemp, Coconuts and Coconut Oil, Copra, Tobacco.

Poland

Area—150,013 sq. miles.
Population—34.3 millions.
Exports—$225 millions.
Imports—$247 millions.
Main Exports — Coal, Timber, Spelter, Agricultural Produce, Textiles.

Rhodesia (Southern)

Area—150,344 sq. miles.
Population—64,540.
Exports—$24 millions.
Imports—$41 millions.
Main Exports — Gold, Citrus Fruits, Agricultural Products, Dairy Products.

South Africa

Area—794,943 sq. miles.
Population—9.9 millions.
Exports—$158 millions.
Imports—$503 millions.
Main Exports—Gold, Wool, Diamonds, Sugar.

U.S.S.R.

Area—8,144.228 sq. miles.
Population—168 millions.
Exports—$257 millions.
Imports—$268 millions.
Main Exports—Lumber and Products, Furs, Oil Products, Flax, Cotton.

United States

Area—326,378 sq. miles.
Population—133 millions.
Exports (1938)—$3,007 millions.
Imports (1938)—$1,950 millions.
Main Exports—Machinery, Vehicles, Cotton, Petroleum, Tobacco

Canadian Type "Lend-lease"

Aid to Allies Given Through U. K. Mechanism

Financial aid from Canada to the Allies has centred mainly on the United Kingdom, at least prior to start of the latest program of Mutual Aid. Through the U. K. Canadian-made war supplies have been distributed wherever needed worst. The various steps by which the latest policy has been evolved have included repatriation of formerly U. K. held Canadian securities, sale of British gold, and last year's billion dollar grant to Britain. Including the current Mutual Aid plan, Canada has supplied her Allies with goods and services to the value of about four billion dollars.

Canada's financial aid to the Allies has centred mainly on the United Kingdom, especially prior to the coming into operation of the Mutual Aid Act. One of the earliest features of the war was the sterling area's shortage of Canadian and United States dollars, required for the purchase of war supplies. On March 20, 1941, speaking on the War Appropriation Bill, Finance Minister Ilsley enunciated in Parliament the policy of ensuring that United Kingdom purchases in this country would not be hampered by a lack of Canadian dollars. This policy has been reiterated frequently since—notably in the Budget speech on April 29, 1941, and in introducing the billion dollar gift to Britain on March 18, 1942.

Britain Sells Her Gold Holdings—It must not be overlooked, however, that the U. K. has made strenuous efforts of her own to increase her resources of our currency, at great sacrifice to herself. In 1939-40 and 1940-41 she used $250 millions from her gold holdings to finance purchases here; in 1942-43 she used $150 millions U. S. ($166 millions Canadian) out of her reserves of that currency to buy Canadian dollars; by the close of 1941-42 she had raised over $125 millions by the resale of Canadian securities in Canada and by other measures (a procedure which still continues, though her supply of suitable securities is much reduced); and by the end of 1942-43 she had taken over from their owners and sold to the Canadian Government approximately $700 millions worth of Dominion and Dominion-guaranteed securities—practically her entire holdings. Although repatriation is classed as Canadian aid to Britain, it must not be forgotten that it is a real sacrifice for them and requires the U. K. Government to finance the purchase of the securities from private holders.

Canadian aid to Britain first took the form of the official repatriation of Dominion and Dominion-guaranteed securities held in the United Kingdom, and the accumulation of sterling balances in British banks. From 1939-40 to 1942-43 approximately $700 millions worth of securities were repatriated under this scheme, which was in effect a payment of our debts in sterling before they were due. By the end of this period practically no securities of this type remained in Britain.

As for the accumulation of sterling, our holdings at one time amounted to about $1,100 millions, but this has since been wiped out entirely. Part of it was used for the repatriation of the last large group of securities (which are included in the $700 millions worth already mentioned), a small part was used for Canadian expenditures overseas, $700 millions of it was converted into a loan, free of interest, for the duration of the war, and a small remainder was given to the United Kingdom and charged up to the billion-dollar gift.

Granting to Great Britain of one billion dollars, to be used for the purchase of war materials in Canada, was indeed the next step. It was a gift of money, not goods, even though it was to be used only for certain purposes.

Next, Canada bought back from the United Kingdom the latter's investments in war plants in the Dominion. An initial payment of $200 millions was made, pending settlement of the exact amount.

Canada's aid had been limited, up to this time, nominally at least, to Great Britain. It is true that Britain in turn passed on to others—Russia and our sister Dominions in particular—much of the material she was thus enabled to buy in Canada, but so far as this country was concerned, practically all our formal arrangements were with the United Kingdom. With the Mutual Aid Act of 1943 this was changed. This Act provides a further billion dollars of aid to our Allies, but it differs from the billion-dollar gift to Britain in that, under it, we shall give goods and services, not money; in that we shall deal directly with other Allies than Britain herself, including any who wish to apply for aid; and in that we may ask for something in return in any case where that seems advisable, instead of making an unconditional gift.

RCAF Squadrons in Britain—Finally, as announced by the Hon. C. G. Power on April 20, 1943, Canada has undertaken to meet the pay and allowances of all Canadian personnel serving in the Royal Air Force, and to pay all the expenses—including capital costs—of all Royal Canadian Air Force squadrons operating in Britain. This adds an estimated $341 millions to Canadian war expenditure overseas, and provides the United Kingdom with added Canadian dollars to the same amount.

To recapitulate:

Britain has financed her deficiency of Canadian dollars by—

	$ Millions
The sale of gold	250
The sale of U. S. dollars	166
The sale of securities (privately)	125
	$541

Canada has financed Britain and other Allies by—

	$ Millions
The official repatriation of securities	700
An interest-free loan	700
The billion-dollar gift	1,000
The repurchase of munitions plants	200
The Mutual Aid Act	1,000
Added commitments for the Royal Canadian Air Force, amounting in 1943-1944 to	$ 341
	$3.941

There's Just One Job Now — VICTORY

HERE AT CANADIAN GENERAL ELECTRIC

Peterborough Works One of C.G.E.'s seven great plants devoted to war production.

With today's swiftly moving war developments . . . with the intensified demand for more, and still more, battle equipment — the thousands of men and women of Canadian General Electric reaffirm their determination not to halt for one moment in their all-out effort to keep the stream of war supplies ever-flowing to the gallant men at the fighting fronts.

Whether they are building guns, aircraft instruments or marine engines . . . whether they are making searchlights, or generators, or equipment to bring electric power to the nation's war plants, — C.G.E. workers are on the job, with all their enthusiasm, all their energy and endeavour, geared to the one vital task of all-out production to speed the day of Victory.

- In central stations throughout the Dominion, mighty generators built and installed by C.G.E. are developing additional quantities of electric power for Canada's war plants, mines and mills.
- Rolling from the C.G.E. production lines are scores of hard-hitting 3.7" anti-aircraft guns—built to clear the skies of enemy raiders over battle-areas across the world.
- Maintaining the flow of electricity to busy centres of war production are giant transformers produced by the skilled engineers and craftsmen of Canadian General Electric.
- Harnessing Canada's vitally important electrical energy throughout the nation's war industry are powerful G-E motors like the massive 9,000 hp unit illustrated above.
- On all the seven seas, great marine engines produced by C.G.E. are driving Canada's fighting ships and cargo boats.
- Searchlights rated at hundreds of millions of candlepower are being manufactured by C.G.E. for defence against air attack and for the protection of vital coastal areas.

C.G.E.-1643

CANADIAN GENERAL ELECTRIC CO.
LIMITED

U.K. Contribution to Victory

How the "Tight Little Isle" Outfought a Wily, Mighty Enemy

It was Britain, of all the United Nations, which overcame the most formidable problems of developing war potential after the fall of France, loss of most of her equipment at Dunkirk, and Italy's entry into the war. Facing a seemingly invincible enemy, alone but for Empire countries, Britain was dependent on ocean supply lines being continuously and heavily attacked by submarines and every part of the Isles was within enemy aircraft range.

Cramped for space and under threat of invasion, under bombs of the Luftwaffe, complete and perpetual blackout and constant sinkings of vital supplies from overseas, Britain converted her economy to an efficient war machine, trained and equipped millions of men and women, established new factories and methods, widely expanded her agricultural production, completed defense schemes against invasion and air attack, dealt with evacuations from bombed areas, replaced stocks destroyed, shifted large bodies of workers, sent overseas convoyed shipments of troops and weapons.

Herculean Performance

Few have been able to view the Herculean task in proper perspective. Even those in position properly to contrast Britain today with Britain four years ago must find it hard to believe how much has been accomplished in the face of immense difficulty.

Allied power has retrieved the lost 1918 dominance and thus has nullified two decades of enemy preparation and treachery.

Herculean is the only word for the contribution made by the leader of the world's first commonwealth of free nations, and first country in all the world to go to war with Hitler's Germany without first being attacked.

Today Britain is on the way to beating the Axis on land, sea and in the air. Aside from the aid which has reached her from the members of her own commonwealth and from the present 33 allies, the laurels should go to the British people themselves who have been battling Germany longer than anyone except the Poles, have endured nearly 50,000 air raid fatalities and "have lived daily for years now with conscription, blackout, air raids, Home Guard, national service, long hours, few holidays, nerve strain, food and clothes rationing, restricted travel, no private gasoline, taxes, war savings, salvage and austerity."

The British have contributed to the coming victory spiritual leadership, manpower and material far out of proportion to their collective physical stature; 48 million people on 94,000 sq. miles of "tight little isle" have outfought and outproduced a strong and wily enemy in a spectacular crescendo of effort since the dark days of Dunkirk and the Luftwaffe.

Air attack from the Isles — If Clausewitz, great authority on the art of war, were alive today he might be tempted to postscript his standard works with remarks on air bombs and radio.

"No modern fortress," he might say, "can be immune from bombs and bad news; no air defense so far devised can prevent destruction of cities, no censorship nor control is a perfect shield against radio tidings of disaster; bombers, in short, can impair the means to fight—bad news, the will to fight."

Increasing concentration of the RAF attack on Germany reached an all-time record in the raid on Hamburg on July 27-28, 1943, when 2,300 tons were dropped in 45 minutes, or 51 tons a minute—nearly a ton a second. Germany's heaviest raid on London had a concentration of only 1 1/3 tons a minute. While the German Air Force has never dropped more than 10,000 tons in one month on Britain, the RAF has exceeded this figure every month since last February, reaching a peak of nearly 16,000 tons in July.

Before the raid of Aug. 3-4, 9,000 tons of bombs had been dropped on Hamburg; it was estimated that, of the 4,000 acres of fully built industrial area, 1,700 acres had been destroyed; while, of 3,400 acres of less dense areas, 1,900 acres had been laid waste.

Year of Fury

Eight-month totals of tonnage dropped on Germany by British bombers (Jan.-Aug. inclusive) stand at 3,500 for 1941, then 20,000 for 1942, and now 96,000 for 1943. The evenings are lengthening and the assault from the air is still waxing in fury.

Roughly half of the 1943 eight-month total weight of British bombs plastered industrial Ruhr valley with Essen alone taking 6,000, Dusseldorf and Nuremburg 5,000 tons each.

Aided by the U. S. and Canadian Air Forces and groups representing other allies, the RAF clearly is engaged in utter demolition of German industry and morale, while Russia contains if not threatens Germany's last offensive armies, and while all the other land, sea and air forces, united for the free peace, are massed at this hour for crucial attack from the Mediterranean and Near East, the British Isles, India, China and the South Pacific.

Stripling to Giant

Having fought in nearly every campaign of World War 2, the RAF up to last July had destroyed well over 11,000 German and Italian planes. In the last two years in all theatres it has sunk or seriously damaged more than 1¼ million tons of enemy shipping.

In the Battle of Britain which the Germans staged as a prelude to invasion, slender forces of the RAF destroyed 2,225 enemy planes in two months, for a loss of 616 of their own, while at the same time pounding the Channel "invasion ports." The Fighter Command, month after month playing a growing part in victory, has ranged over Europe every flying day, protecting allied bombers, attacking land transport and shipping.

More than half of Germany's fighter planes have been held in the West instead of being free to serve on the Russian front.

The Coastal Command, with more aircraft at the end of 1942 than the entire RAF at the start of the war, had 80% of its force engaged in the vital anti-submarine offensive and the rest on convoy duty.

The world praises these fighter and coastal accomplishments but is watching the bombing offensive the more closely. It is not yet known if Germany can be knocked out by air but, as Churchill has said, "The experiment is worth trying."

First raid on the Ruhr, in May, 1940, was made by a few Hampden and Whitley bombers when the biggest bomb in use weighed 500 lb. Exactly three years later, in May, 1943, RAF was using bombs weighing eight tons each and in that one month dropped 10,500 tons of all sizes on Germany.

"Saturation bombing" — dropping nearly a ton a second—depends on clockwork precision and a gigantic organization behind the lines. In the famous German raid on Coventry, 225 tons were dropped in eight hours; in the July 27-28 British raid on Hamburg more than 2,300 tons were dropped in 45 minutes.

In the 1943 "round-the-clock" offensive on Germany, RAF is bombing key centres of enemy production night after night — dropping an average of 1,000 to 2,000 tons a raid, while the U. S. Army Air Corps launches heavy day attacks.

Senior, Silent Service — The Royal Navy, cornerstone on which Britain's survival and offensive operations have been built, has maintained the conveyor-belt of ships that supply both the offensive base of Britain and the fighting fronts throughout the world, including Russia.

By its ceaseless blockade it has cut off the enemy from its supply centres abroad and isolated its fighting forces, has sought out and destroyed enemy ships and submarines wherever they could be found, and has played its part in every land offensive by effective bombardment from the sea.

Record of Convoys

More than 600 British naval vessels are at sea at any given moment over 80,000 miles of sea-routes; well over 120,000 British and Allied vessels have been convoyed with loss of less than one ship out of 200.

Three million soldiers have been moved all over the world and only 1,348 have been lost at sea.

Despite severe losses in the Battle of the Atlantic, the British Navy has maintained this vital lifeline and, in co-operation with Canada and U. S., has perfected new methods to fight the U-boat packs. Most striking is the complete air cover now given Atlantic convoys, achieved partly by very long range aircraft and partly by the new escort carriers.

In May, 1943, at least 30 U-boats were sunk around convoys and in the weeks following scarcely a merchant ship was lost.

Potting Enemy Ships

Seeking out enemy shipping, the Royal Navy together with the RAF, destroyed five million tons of German and Italian shipping and damaged another three million tons up to last March. Two Axis battleships, 14 cruisers and 87 destroyers have been sunk and, up to last November, no less than 570 enemy submarines had been damaged or destroyed.

In the Battles of Egypt and North Africa the Navy played a decisive part in sinking enemy supply ships. British submarines have sunk more than a million tons of Mediterranean shipping and, in the Tunisian campaign alone, they sent 47 ships to the bottom while surface forces sank another 42; 35% of all enemy supplies and transports was prevented from reaching Tunisia.

Malta, a British Mediterranean keypoint, was constantly supplied in the teeth of Axis opposition. In numerous operations British carriers took 744 fighter planes to that island so that it could hold out against ceaseless attack and later become General Eisenhower's headquarters for the Sicily assault. In the process, however, there were lost three cruisers, nine destroyers, two carriers and many merchant ships.

To the Royal Navy has fallen the task of convoying supplies to Russia by the Murmansk route in the icy Arctic region. Meeting strong attack by land-based aircraft as well as submarines, the Navy has lost in this task two cruisers, ten destroyers, six smaller warships and numerous merchant vessels, but has brought every convoy through.

The Merchant Navy—Two thousand U. K. merchant ships are at sea at all times and British ocean convoys have totalled 125 million ship-miles. Up to April, 1942, more than three million tons of military stores had been loaded in Egyptian ports alone, mostly by the 12,000 mile sea route from Britain.

More than 16,000 men of the British Merchant Navy lost their lives in the first three years of the war. A force of 33,000 men man the guns of British merchantmen and more than 150 enemy aircraft have been brought down by them.

No less than 3,266 surface craft of all types, from battleships to motor torpedo boats, took part in the Sicily invasion. They flew the flags of practically all the United Nations, including units of the Canadian, Indian, Netherlands, Polish and Greek Navies.

There were a mere 850 ships engaged in the 1942 French North Africa landing, largest previous amphibious operation in history.

The British Army — Britain's desperate peril in 1940 did not prevent prompt reinforcement of General Wavell's North African army, and this hardy initiative undoubtedly was the foundation of all later successful strategy in that theatre, culminating in the past summer's move across the Mediterranean against Europe.

The Army in 1940 had to surmount the tradition and machinery of a small peacetime force, as well as collapse of the great French Army, and crippling losses of equipment at Dunkirk. It did not fight a single major campaign in the first three years in which it was not outnumbered by the enemy, and faced by longer trained and better equipped troops.

Aided by Dominions and Allied forces, the British Army has in

(Continued on page A5)

H. G. MACDONALD
and
COMPANY
LIMITED

●

ENGINEERS
and
GENERAL CONTRACTORS

●

HEAD OFFICE
EDMONTON, ALBERTA

Some Chicken!
Some NECK!!
. . . some joint!!!

Thirteen years ago, the first sheet of a new English product on the Canadian market left our premises to find a better home in a transformer. The manufacturers said it would resist oil and spirits and we took their word for it.

Since then, many a troublesome joint has disappeared and LANGITE, the patented oil-resisting cork sheet with the specially shrunk, cotton lamination to provide extra tensile strength, replaced gasket after gasket and oil leakage, one of the vital problems confronting engineers generally in Canada, literally died a natural death.

And speaking of death and destruction . . . Britain was rated as unprepared in 1939, but, a year or so before that, British engineers had produced a special grade of LANGITE AERO, to Spec. 219A and this aero grade proved itself in the Battle of Britain. The designers of Spitfires, Lancasters, Mosquitoes, Avro Anson, Hawker Hurricanes, Bolingbrokes, Hampdens and other British planes know Langite as standard equipment, specified on their respective blueprints.

Regardless of where future planes may be designed or built, in view of these facts, the engineer specifying Langite or substituting Langite upholds a worthy tradition and protects himself against doubts and worries with one stroke of the pen.

Talking about manufacturing! The school of hard knocks has produced a dynamic organization unafraid and ambitious. Consequently, our production of many items previously imported into Canada have been made on the spot, in record time, without interference . . . and we love it!

●

F. ROY HEDGES
& CO. REG'D
318 Castle Bldg., Montreal

LANGITE • HALLITE
Cork *Asbestos*
REDEX
Oil Activator
Sheets Strips, Gaskets and Washers

HUDSON BAY
Mining and Smelting
Co., Limited

●

Producer of
COPPER, ZINC
GOLD, SILVER, CADMIUM
SELENIUM and TELLURIUM

●

Mine and Metallurgical Plants
at
FLIN FLON, MANITOBA

●

Hydro Electric Plant
at
ISLAND FALLS, SASKATCHEWAN

Hudson Bay Mining and Smelting Co.,
Limited

Incorporated Under The Dominion Companies Act, December 27, 1927

U. K. Contribution to Victory

(Continued from page A4)

this war fought in Europe, Africa and Asia and has fulfilled the key task of containing the enemy in strength in Iceland, the British Isles, Gibraltar, Malta, Cyprus, Palestine, Iraq, Syria, Persia, Madagascar and India.

In the early years, while it was being built up and its equipment forged, the British Army fought in France, Belgium, Norway, Africa, Greece, Crete and the Far East. In the grimmest day of 1941-2, British forces conquered the Italian East African empire and took over Syria, Iran and Iraq.

When Norway was overrun in April, 1940, about 25,000 British and Imperial soldiers were rushed to her defense, while a year later General Wavell's force in North Africa was depleted at grievous cost to send aid to Greece.

Undoubtedly British resistance in Greece upset the German 1941 timetable and gained time for Russia, while supply lines to Russia were secured in the Persian campaign and Axis intrigues in that quarter defeated.

Because of commitments on earlier fronts, including supplies to Russia, Far East British forces were inadequate in numbers and equipment when Japan entered the war on Dec. 7, 1941; but British forces fought courageously in their heartbreaking campaigns against the advancing Japanese in Malaya, Singapore and Burma and finally held the advance on the borders of India, whence a great counter-thrust is momentarily expected.

North Africa—The British Army gained exalted honors in North Africa.

In General Wavell's first victorious advance in 1941-2 his striking force never exceeded 30,000 men; in eight weeks his troops put an army of 250,000 out of action, capturing 130,000 and suffering casualties of less than 2,000 themselves.

Three times between 1940 and 1942 the enemy swept forward within reach of the Suez Canal but the Middle East Army stood firm and, from El Alamein, only 70 miles west of Alexandria, the Eighth Army last October launched the attack which was to result in the Axis being swept out of the Mediterranean.

The British First Army was in the vanguard of the United Nations landing last November. Taking Tunis on the day U. S. forces took Bizerte, the British forces played their part in inflicting 250,000 enemy casualties.

U. K. Casualties

In all the African campaigns Axis casualties totalled almost 950,000 killed or captured, against 220,000 British and Imperial casualties in killed, captured or wounded. In the campaigns of 1940-1 more than 70% of British and Imperial losses were suffered by U. K. troops; 60% of the troops and almost all of the armored forces in the Battle of Egypt came from the U. K. Up to Nov. 10 last, the Eighth Army suffered 13,600 casualties of which 58% involved U. K. fighters.

The veteran Eighth sailed with the Allied forces, which landed in Sicily July 10, for 22 days battled fierce German resistance at Catania, then, with U. S. and Canadian forces, swept into Italy proper.

The Home Front — British national debt stands at $72.5 billions which is 115% above the mark when the war started four years ago. Half of the daily expenditure of $64 millions is being met by government revenues. Outlay for the past year totals $24 billions, against $6.8 billions for the first year of the war.

In 1943 the British have gone all out to win. They have been fighting the Germans longer than anybody else except the Poles, have suffered nearly 50,000 air raid fatalities plus nearly 60,000 seriously injured, have lived daily for years now with conscription, blackout, air raids, Home Guard, national service, long hours, few holidays, nerve strain, food and clothes rationing, restricted travel, no private gasoline, taxes, war savings, salvage, austerity.

Women Mobilized

Out of a total adult population of just over 33 millions, 23½ million British men and women are in the services or industry, without counting unpaid voluntary workers in full or part time jobs. Employed married women number over 2½ million. Britain is the only country in the world which conscripts women for its uniformed services.

There were a million men and women on aircraft plant payrolls at the end of last year. Of British youngsters between 14 and 17, more than 77% of the boys and 67% of the girls are doing work in vital industry.

Loss of working time from industrial dispute averages about half an hour per man per year.

In arms production, Britain already has reached fullest mobilization of raw materials and manpower and higher productivity per unit is being achieved by simplification of design, careful use of skilled labor and rapid training and upgrading of "dilutees."

A year ago this summer the United Kingdom was producing big gun ammunition at a rate of 25 million rounds a year, small arms ammunition at a rate of 2 billion rounds a year. Artillery output last year was double that of 1941.

900 Warships

Since the outbreak of war over 900 warships have been completed in British shipyards in the United Kingdom and overseas. By last September, all capital ships, aircraft carriers and cruisers lost in the preceding 2¼ years had been replaced; losses of destroyers and submarines had been more than replaced and a fleet of corvettes had grown up, which numbered more than 200 when the present year began.

Last summer, production of tanks, jeeps and other mechanical vehicles had passed the quarter-million annual rate.

British production of munitions of all sorts last February was 40% greater than in February 1942. British aircraft output had reached parity with German production in April, 1942, and during that year output of heavy bombers was trebled and output of large flying boats quadrupled, while production was maintained of the fastest and most efficient pursuit planes in the world.

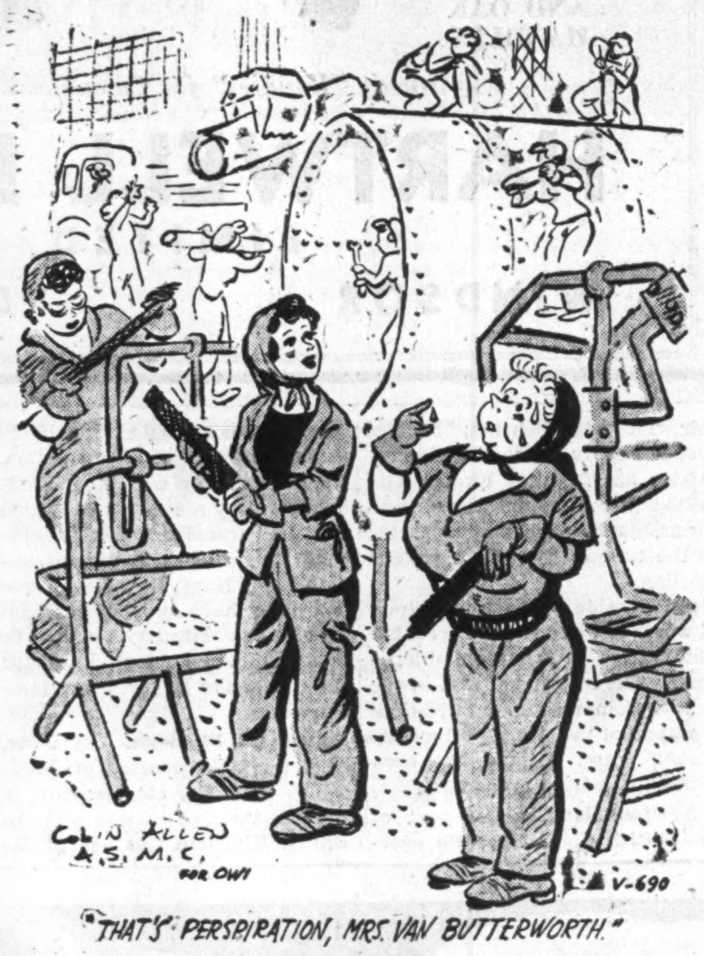
Aid to Russia — British aid to Russia is another dramatic story, one with that of the whole U. K. war production program.

In company with the U. S., Great Britain had despatched up to the end of 1942 more than 5,600 aircraft, 6,200 tanks, 85,000 other vehicles, enough tanks for 32 armored divisions on the German scale and enough planes for 400 squadrons.

Other supplies include rubber, tin, wool, lead, jute, shellac, sugar, small arms ammunition, industrial equipment, millions of pairs of boots, greatcoat cloth, locomotives.

The Persian railway enterprise or southern supply route to Russia has been costly in engineering service, manpower and rolling stock from the U. K.

The British Government has given the Soviet Government credits amounting to £35 millions and, by an agreement of June 27, 1942, agreed to ensure the Soviet Government military supplies and other military assistance, the supplies to the Soviet Union of armaments manufactured in Great Britain or the British Empire to be made available free of payment.



"THAT'S PERSPIRATION, MRS. VAN BUTTERWORTH."

U. K. Women Go To Work

There are in Britain 17.2 million women between the ages of 14 and 65. Between ten and eleven million of these are housewives and have 9.2 million children under 14 to look after.

Of these, well over 7 millions are employed on full-time paid work in the armed forces, civilian defense and industry.

In June, 1942, there were 2.5 millions married women (one in every four) in industry.

Engineers

The numbers of women in the munitions industry are rising steadily. The percentage of women employed in engineering and allied industries has risen from 16% in 1940 to 35% in 1943.

Sixty per cent of the employees in 42 Royal Ordnance factories do engineering work, and are principally making guns. Eight factories make explosives, and 10 are engaged in shell filling.

In the aircraft industry about 40% of the workers are women.

BRITAIN SUPREME AT SEA

More than 600 British naval vessels are at sea at any given moment over 80,000 miles of searoutes. Well over 120,000 British and Allied vessels have been convoyed with losses of less than one ship out of 200.

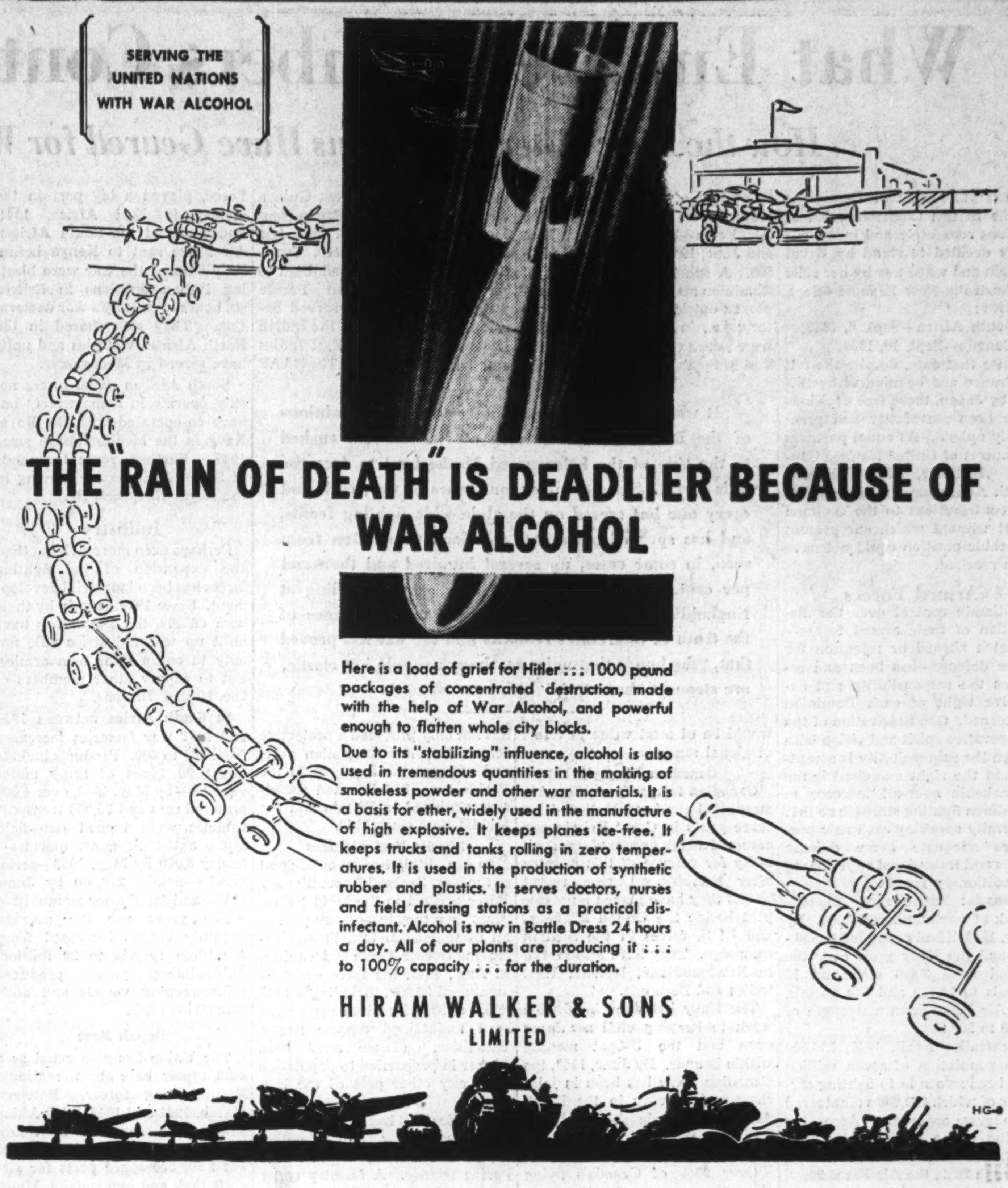
Three million soldiers have been moved all over the world and only 1,348 have been lost at sea.

AXIS SHIPPING LOSSES

Of Italian and German shipping 9,045,000 gross tons were captured, sunk or damaged by surface ships, submarines, aircraft and mines during the 46 months up to June 30, 1943.

These figures do not include the Russian successes, the tonnage immobilized in the ports of countries not at war with Germany, or the Japanese ship losses.

During the year ending June 30, 1943, 2,867,000 of Italian and German merchant tonnage was captured, sunk, or damaged.



SERVING THE UNITED NATIONS WITH WAR ALCOHOL

THE "RAIN OF DEATH" IS DEADLIER BECAUSE OF WAR ALCOHOL

Here is a load of grief for Hitler . . . 1000 pound packages of concentrated destruction, made with the help of War Alcohol, and powerful enough to flatten whole city blocks.

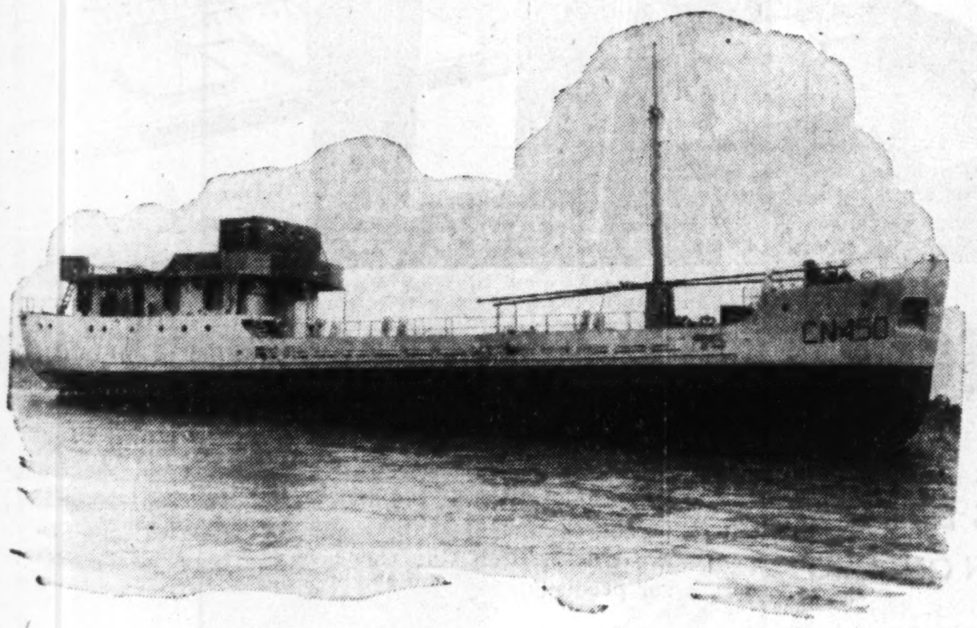
Due to its "stabilizing" influence, alcohol is also used in tremendous quantities in the making of smokeless powder and other war materials. It is a basis for ether, widely used in the manufacture of high explosive. It keeps planes ice-free. It keeps trucks and tanks rolling in zero temperatures. It is used in the production of synthetic rubber and plastics. It serves doctors, nurses and field dressing stations as a practical disinfectant. Alcohol is now in Battle Dress 24 hours a day. All of our plants are producing it . . . to 100% capacity . . . for the duration.

HIRAM WALKER & SONS
LIMITED

Now It's

TANKERS AWAY

at Ojibway



Transmission Towers
Floodlight Towers
Observation Towers
Marine Engines
Electric Furnaces
Radio Masts
Barges Tugs Scows
Railway Turntables
Platework, Riveted and Welded
Machinery for Movable Bridges
Welded Machinery Bases and Bedplates
Bren Gun Carrier Bodies

They're off to ride the waves to keep those bombers and fighters flying. All-welded construction, with every latest innovation for making tankers more efficient and seaworthy. They're right to the last inch, because the men who build them have that traditional pride which has always been reflected in Canadian Bridge products in peace or war. These tankers are only one of the many things coming out of our shops in a steady stream, all headed in the same direction — the heart of Germany. Needless to say, we are extremely proud of all of them.

The CANADIAN BRIDGE COMPANY LIMITED
WALKERVILLE, ONTARIO
Branches—TORONTO, MONTREAL Representatives—WINNIPEG, REGINA, EDMONTON, VANCOUVER

STELCO STEEL PLATES in action!

THE ROLLER LEVELLER FLATTENS THE COOLING PLATE TO CONFORM WITH COMMERCIAL SPECIFICATIONS.

STELCO Steel Plates on the fighting fronts have equally valiant home front counterparts serving every vital war industry. The rotars and casings for many of the giant generators providing power for making aluminum and other essential war products are made of Stelco Heavy Steel Plates.

Write for your copy of our brochure "Quality Steel Plates".

THE STEEL COMPANY OF CANADA, LIMITED
HAMILTON - EXECUTIVE OFFICES - MONTREAL
SALES OFFICES, HALIFAX, ST. JOHN, QUEBEC, MONTREAL, OTTAWA, TORONTO, HAMILTON, LONDON, WINDSOR, WINNIPEG, VANCOUVER
WORKS: HAMILTON, MONTREAL, TORONTO, BRANTFORD, LONDON, GANANOQUE

What Empire Members Contribute

How the Four Sister Dominions Have Geared for War

In Sept., 1939, four Dominions of the British Commonwealth of Nations separately and independently decided to stand by Great Britain and wage war by her side:

Australia-New Zealand—Sept. 3, 1939;
South Africa—Sept. 6, 1939;
Canada—Sept. 10, 1939.

Since that date, despite the fall of France and opening of hostilities by Japan, these free decisions have been steadfastly and practically upheld. As equal partners in concert of United Nations Canada, Australia, New Zealand, South Africa have made individual contributions to the common effort without which our present favorable position could not have been reached.

Armed Forces

Ultimate control over the disposition of their armed forces—dispatch abroad or retention for home defense—has been and remains the responsibility and exclusive right of each Dominion concerned. One illustration of the co-operative spirit and vision with which the responsibility is accepted and the right exercised is the remarkable over-all increase in Dominion fighting strength so that generally speaking each now possesses adequate home defense forces and trained and experienced expeditionary forces.

Canada: Entire army at outbreak of war numbered 4,500. By May, 1943, it had expanded to 450,000 and the Navy grew over the period from 3,600 men and 15 vessels to 70,000 and 570 vessels, the Air Force from a strength of 4,000 to 200,000.

Australia: April, 1943, 800,000 of a population of seven million had been sworn in to fighting services of which 500,000 volunteered for service anywhere. According to the prime minister, by Jan., 1943, the Navy had increased its strength 28%, the Air Force 200% and the Army 250% in 12 months from Dec., 1941.

New Zealand: In May, 1943, had 80,000 men serving abroad and a similar number fully mobilized for home defense. Naval personnel numbered 7,500 (pre-war figure 700) and Air Force over 30,000 (pre-war 1,250).

South Africa: During the first two years of war the Army increased from 20,000 to 130,000, the Air Force—between Sept., 1939 and June, 1943—from 1,500 to 37,500. A substantial proportion of Dominion manpower has been employed outside of Dominion territory, i.e., in forces all of which were raised voluntarily, have been sent to theatres of war where they would be of most value in terms of global strategy.

It was a matter of days before the four Dominions of the British Commonwealth of Nations had rushed to the side of the beleaguered Motherland to face the Axis threat. Since then, in four years of war, each and every one has served on the globe-wide fighting fronts, and has spurred munitions and food production from zero, in some cases, up several hundred and thousand per cent. The picture of the sister groups battling at England's side gives just that much more evidence of the truth of Churchill's remarks that the war has proved that, "the bonds that unite us, though supple but elastic, are stronger than steel."

Canadian Strength

Canadian forces in considerable strength have been stationed for three years in Great Britain and assumed a high degree of responsibility for defense of this country after Dunkirk. During recent weeks they have played a notable part beside the United Kingdom and U. S. forces in the Sicilian campaign. They have also served in Newfoundland, Iceland, West Indies and Bermuda.

The Navy has done invaluable work in keeping vital sea lanes open and the U-boat menace within bounds. By June, 1943, the Canadian Navy has been in joint charge of convoys in the North Atlantic, thus releasing the Royal Navy for more attractive operations elsewhere.

Over 90% of Canada's flying strength overseas—fourth greatest air power among the United Nations—is in RAF units serving in Great Britain, the Middle East, etc. The RCAF is taking part in present fighter bomber offensives over Germany.

New Guinea Victories

The Australian Imperial Force has not only played a major part in the victories on New Guinea (freeing the islands of Papua from Japanese domination), but has fought in Libya, Greece, Crete, Syria and Malaya. In addition to service in Australian Pacific waters, the Navy has served beside the Royal Navy in the Indian Ocean, Persian Gulf, East Indies and the Mediterranean. The RAAF has not only provided a protective screen for vital Australian ports and engaged the Japanese in the Pacific area, but has had squadrons stationed in Britain and the Middle East since 1940.

Middle East Fighters

In Jan., 1940, the first contingent of the New Zealand Expeditionary Force arrived in the Middle East. Since then they have taken part in all campaigns in that theatre including Greece, Crete and Tunisia. In Aug., 1941, the force overseas numbered 35,000, including a battalion of Maoris and numbers have been maintained despite heavy casualties. (These have been higher in proportion to population than any other part of the Empire.)

New Zealand has also maintained forces, now approximating 20,000 of all ranks in the South Pacific Islands. A forestry corps for work in Great Britain has also been supplied. New Zealand airmen have served in Great Britain, Middle East and the Pacific Islands. Numbers overseas have increased threefold since Aug., 1941, from 4,300 to 12,000.

East African Successes

The South African mobile field force, plus South African Air Force, played a big part in the victory in East Africa, 1941. Squadrons of the South African Air Force sent to Kenya before Italy entered the war were blasting Italian positions in Eritrea six hours after Italy's war declaration. They also shared in the North African victories and units have served in Madagascar.

South African naval forces not only operate in home waters but have co-operated with the Royal Navy in the Mediterranean since 1940. Further, some thousands of South Africans are serving in the Royal Navy and RAF.

Industry

Perhaps even more striking than the expansion of the fighting forces has been industrial development. Since 1939, largely by their own efforts, the Dominions have built up war industries able not only to equip their own armies, but to supply other members of the United Nations.

In South Africa between 1939 and 1941 war factories increased from 300 to 600. Products include about 90 types of army motor vehicles—by May, 1943, over 4,000 armored cars and 35,000 transport vehicles were turned out—field guns, anti-tank guns, mortars—nearly 8,000 by May, 1943—aerial bombs—nearly 270,000 by June, 1943—and small arms ammunition—two years ago the average monthly output increased from 4 million rounds to 20 million. Shipbuilding yards produced minesweeping vessels and anti-submarine craft.

Repair Base

The Union has also acted as a vast repair base for the Middle East fighting forces. Between March, 1941 and 1943, 6,400 Allied ships were repaired in South African ports—factories turned out 2,500,000 spare parts for aircraft tank and gun repairs. Moreover, supplies were provided for convoys and troops passing round the Cape. In 1941-42, supplies bought by ships' food officers exceeded 3 million pounds sterling. During three years up to December, 1942, South Africa furnished United Nations with essential war goods to the value of 100 million pounds.

Canada is the fourth largest producer of war supplies among the United Nations—of her total output 30% has gone to Canadian forces, 50% to British combat areas and Russia, 20% to U. S. A. and to the Pacific war theatre. The rate of expansion may be gauged by the fact that pre-war Canadian factories produced less than 40 planes yearly—in three and a half years to May, 1943, 8,014 aircraft had been turned out, an average of 2,000 per annum.

Steel Output Doubled

Steel production in 1942 doubled that of 1939. Further, Canada today builds 51 different types of vessels ranging from Tribal class destroyers to corvettes (Minister of Munitions in May 1943 stated six escort cargo patrol boats were being turned out per week). (1) Manufactures tanks, vehicles on large scale (June 1943 500,000th military vehicle of war produced). (2) Claims largest small arms factory in world (more small arms ammunition turned out today in one working shift than in two months pre-war). In adition she now manufactures 1,500,000 shells each month together with vast quantities of aerial bombs, trench mortar bombs, anti-tank mines.

Australia, in addition to maintaining equipment for her land, air and sea forces at a high standard, has supplied various types of war equipment to other allied countries including United Kingdom, Egypt, South Africa, New Zealand, Malta, India and the Fighting French in the Pacific.

Pre-war Rationing

Today factories which pre-war had not even produced motor cars are turning out:

Cruiser tanks and armored universal carriers (weldable armored steel used in these is a new type bullet-proof steel developed in Australia—the formula was made available to other United Nations);

General reconnaissance aircraft, Beaufort medium torpedo bombers, fighters, trainers;

Field guns, machine guns, anti-aircraft guns, anti-tank guns, Bren guns—production started Aug., 1941—Owen guns (Tommy guns costing £8-15 as against £40 sterling for U. S. model invented by Australian private. In full production Dec., 1941).

Munitions (from 1939-March, 1943, value of munitions produced reached 52 million Australian pounds, 1942 production being double that of previous year).

Shipyards are building destroyers (Tribal class), sloops, corvettes, patrol boats, mine-sweepers, other vessels, and more than 1,000 small boats destined for Allied forces in S.W. Pacific. Further, during 1942-43 a monthly average of one million tons of merchant shipping was repaired in Australian ports.

New Zealand in June 1943 inaugurated a war council to increase her war effort. One immediate result was the introduction of munitions manufacture in railway workshops and private engineering establishments. By Sept., 1942, output of small arms ammunition was nearly five times as great as in 1939.

Hand grenade production had reached nearly 50,000 per week, Tommy guns hundreds per week. Production of mortars and bombs reached the point when a proportion could be shipped overseas. Further factories are turning out universal and Bren gun carriers plus certain types of tractors, shipyards working on the construction of coastal trade ships, minesweepers and converting or equipping merchant vessels for defense.

The above deals with only two aspects of the Dominions' war effort. Others equally important have been made in connection with British Commonwealth Air Training Scheme, South Africa's Air Training Scheme; Eastern group supply council. (South Africa has supplied groups with vehicles, munitions, boots, uniforms, blankets, steel helmets, etc., to the tune of 25 million pounds sterling.)

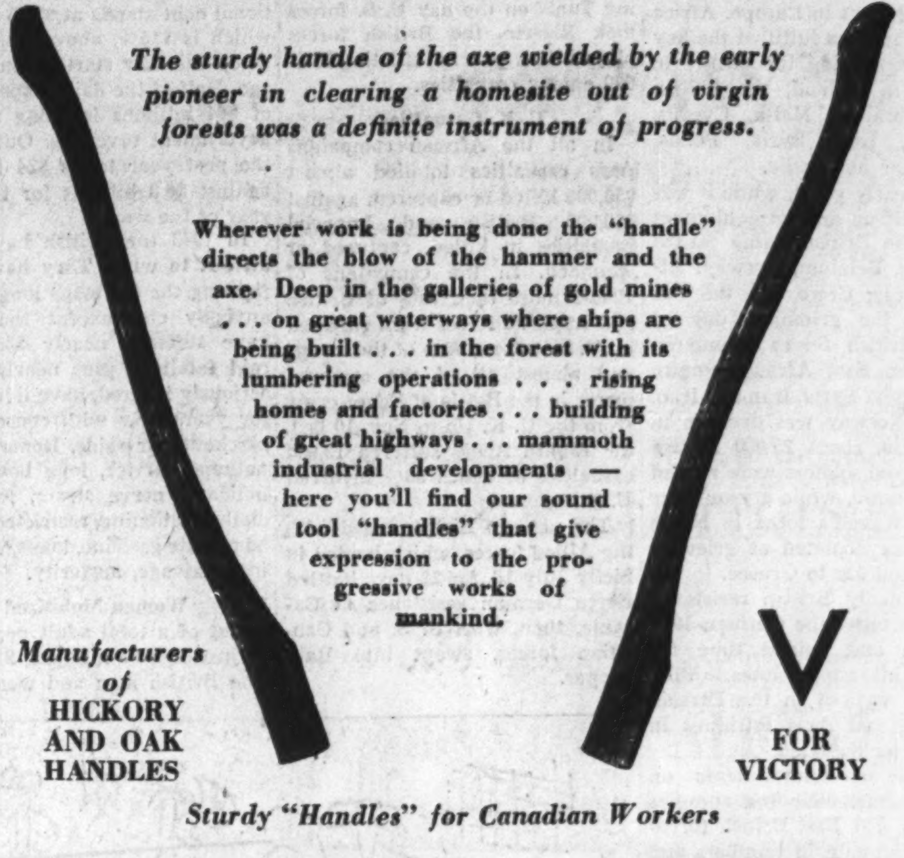
Side by side with actual material worth of these and other contributions, which is incalculable; is their value in proving that in the British Commonwealth of Nations a system of voluntary partnership among equal nations has been worked out, tried and tested.

Newfoundland, oldest part of the British Commonwealth overseas, has contributed highly in men in proportion to population. Numbers of men with Newfoundland artillery regiments of United Kingdom armed forces—one served in North African campaign—with Royal Navy, Royal Air Force and many have enlisted in Canadian forces. Forestry units serve in the United Kingdom. Labrador has one of the largest airports in the world.

Southern Rhodesia. By June, 1943, the total number of Europeans, Africans, etc., serving in African theatres of war and the United Kingdom was nearly 20,000. Rhodesian police are stationed in occupied Italian East African territories. Rhodesian squadrons are with RAF, while the Rhodesian air training group was first in the Empire to open a school turning out trained pilots.

General factories have been established in Bulawayo and Salisbury and have undertaken considerable program of munition production. In the words of the Prime Minister, June 13, speaking of the Empire at war, "It has proved that the bonds that unite us, though supple and elastic, are stronger than the tensest steel."

RUHR
THE NUTCRACKER


"Handles" of Progress

The sturdy handle of the axe wielded by the early pioneer in clearing a homesite out of virgin forests was a definite instrument of progress.

Wherever work is being done the "handle" directs the blow of the hammer and the axe. Deep in the galleries of gold mines . . . on great waterways where ships are being built . . . in the forest with its lumbering operations . . . rising homes and factories . . . building of great highways . . . mammoth industrial developments — here you'll find our sound tool "handles" that give expression to the progressive works of mankind.

Manufacturers of HICKORY AND OAK HANDLES

V FOR VICTORY

Sturdy "Handles" for Canadian Workers

HARTWELL BROS.
LIMITED
WINDSOR ONTARIO

BUSINESS enriches the NATION and YOU

Business Plans Peace-time Prosperity

EVEN in the midst of "all-out" war production, industrial and commercial management today looks ahead to peace-time progress . . . to winning the peace as well as the war.

The contribution of Canadian business to this country's economic and social welfare is a continuing activity. The long term viewpoint of far-seeing executives throws into bold relief the approaching problems of the post-war period—for employer and employee alike.

Business men want to help build a post-war Canada to which our fighting men will be proud and eager to return . . . an economy in which the personnel of the active services and of the war industries will be quickly re-established. 5D-43

THE BANK OF TORONTO
Incorporated 1855
B. S. VANSTONE, General Manager

WINDSOR is letting 'em have it!

..with the BIG GUNS OF INDUSTRY

HERE'S WHY CKLW IS DOING A JOB IN SOUTHWESTERN ONTARIO

Total Population	503,985
Total Rural Population	171,551
Total Urban Population . . .	332,434
Occupied Farms	28,431
Fruit and Vegetable Farms	5,583
Total Radio Homes	127,857

Day by day the noose draws closer around the Huns who did Hitler's bidding. And in the vanguard of the equipment that swept North Africa and Sicily are trucks, Bren Gun Carriers and many other Windsor products.

Here the battle of production continues by day and night—a constant stream of the tools that turn dictators back into spectators.

In the Windsor territory retail sales have already shown increases up to more than 200%. A steady influx of new war workers is raising this figure still higher. Population of metropolitan Windsor has gone up to 140,658, with employment at an all-time high of 49,238 persons.

That's why experienced advertisers are buying CKLW—the one station which effectively blankets the Windsor industrial market and the rich farm lands of Essex and Kent—a station staffed to give you real merchandising service.

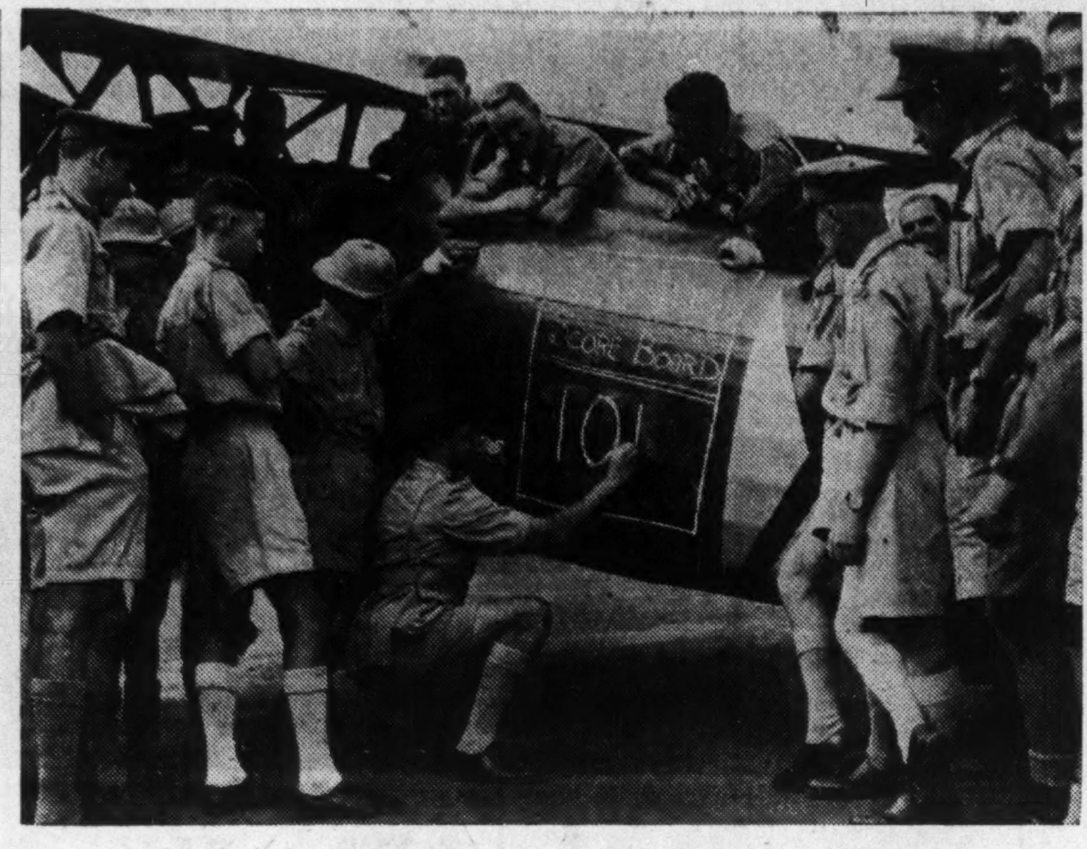
Member
CANADIAN BROADCASTING CORPORATION
MUTUAL BROADCASTING SYSTEM
CANADIAN ASSOCIATION OF BROADCASTERS

CKLW
800 Kc. — 5000 Watts
AT YOUR SERVICE 22 HOURS DAILY

WESTERN ONTARIO BROADCASTING CO.
LIMITED
WINDSOR - ONTARIO

War Effort of the British Colonies

Much Strategic Materials Come From These Lands



Men from Britain's colonies have been eager to do their part. Here the Commander of Kenya Colony Fighter Squad, South African Air Force, chalks up a victory.

Loss last year to Japan of the tin, rubber and oil of Malaya and Burma sharply pointed importance of the colonies in British Commonwealth economy.

There were over 62 million people living in the colonial empire which is almost one and a half times the number in Britain, nearly half the number living in U. S. About 42 million or two thirds of the colonial people live in Africa, of which only 80,000 are white, the great bulk mainly of Negro or Bantu race. Nigeria, with over 20 million, has the largest population; Tanganyika has 5 million, as has Ceylon, in Asia.

Many of the colonial territories are rich in industrial raw materials. Since the fall of Malaya, Nigeria has been the Empire's principal tin producer and third among the Allies. Telling quantities of copper, manganese, bauxite, rubber, vegetable oils and other war essentials have been flowing steadily from the colonies as an auxiliary life stream of allied power.

Loyal aid of the colonial peoples has weighted the balance for victory. They have few tooled industries but are feeding the machines of the senior partners arrayed against armed aggression.

Nigeria's tin is spotlighted but the whole African contribution has been a source of vital strength.

NYASALAND: During the past year a promising bauxite industry (for aluminum) has been developed.

SIERRA LEONE: A handsome beginning has been made in the export of chromite (ore of chromium) while iron ore and gold exports have been substantially increased.

GOLD COAST: Manganese production has been materially increased. The Colony's industrial diamonds (600,000 lb. 1938-9) alone have constituted an important war-industry tool and, of course, gold continues to be its outstanding export.

NORTHERN RHODESIA: Output of copper, lead and zinc has been increased cumulatively in 1941-2 and now represents an important contribution to the British metals stockpile.

UGANDA: Power alcohol is being made in important quantity as a sugar industry by-product while this Protectorate's cotton resources, long a valuable Empire asset, are now serving further in the manufacture of a good Diesel engine fuel from cottonseed oil. Wartime expansion of secondary industry is proceeding rapidly this year. British technical committees in East Africa recently have carried out productive research in several branches of fuel substitutes and munitions.

Many of the colonial territories, with their 62 million inhabitants, are rich in strategic materials such as tin, copper, manganese, bauxite, rubber, vegetable oils and many others. With the loss of Far Eastern possessions to Japan, their importance was realized anew. How each makes its contribution and in what way is made clear from the accompanying summary of wartime accomplishments.

KENYA: To feed British forces in Africa a Kenya factory has been canning Tanganyika beef at the rate of 20,000 tons a day.

PALESTINE: The first steel foundry in the Near East went into production last year at Haifa. Under the Mandate's industrial production advisory board, existing industries have been greatly developed in the war years, especially chemical and medicine branches. Palestine orange by-products have gained wide use. Consistently increasing arrival of European refugees has raised scientific and manufacturing standards.

CYPRUS: Important supplies of copper, asbestos, chrome and gold continue to leave the island.

CEYLON: Rubber and boot factories are being developed and plans are being hastened for development of large surface deposits of iron ore. Production of rubber has been greatly increased since the fall of Malaya, prior to which it had been restricted under international quota. Economy of the Dominion-like colony is thus strengthened by added foreign exchange accruing to rubber.

WEST INDIES: Rapid, large-scale development of food cultivation has taken place in the forties. Sea island cotton grown at St. Vincent, St. Kitts and Barbados—practically the world's only source—has been found suitable for certain military requirements.

BRITISH GUIANA: New bauxite mines were opened in 1940-1 and output of this aluminum requisite has been greatly expanded over pre-war volume. Gold and industrial diamond production has been increased and there are plans for development of a substantial oil industry.

TRINIDAD: Output of oil has been greatly increased.

PACIFIC ISLANDS: Natural phosphates and copra continue in production despite the interference of Japanese penetration into the region.

Nine months after the outbreak of war, the British Government established over the economic life and financial policies of the colonies a greater degree of control than had been considered expedient in peacetime.

These principles were laid down:

1. Colonies which produce raw material of wartime importance should aim at maintenance of production at whatever level is required for the war effort.
2. Most colonies can give substantial assistance by refraining from making demands for non-essential imports of every kind in goods or sterling.
3. Maximum development of foodstuffs production to meet local demands of consumption should continue to be pursued vigorously.

Shortly after these controls were promulgated, food controllers were appointed in most colonies and price ceilings established to check food profiteering and cost of living increase.

Guarantees and Purchases

Two years ago this summer arrangements were completed to help the colonial dependencies dispose of export surpluses arising from loss of markets and shipping difficulties.

These arrangements may be summarized as follows:

1. **Bananas:** Jamaican crop marketed entirely through a pool; British Government guaranteeing to the grower a return of 3 shillings per count bunch.
2. **Citrus Fruits:** Palestine and Cyprus producers given financial guarantees.
3. **Cocoa:** West African crop entire, bought by the government at fixed prices.
4. **Cotton:** Tanganyika and Nyasaland growers given guarantees.
5. **Sisal:** East African output entire, bought by the government.
6. **Sugar:** West Indies, Mauritius and East Africa exportable crops entire, bought by the government for shipment to Great Britain or Canada.

Colonies' Loyal Aid

The colonial empire does not, of course, include India and Newfoundland, in the administration of whose government Britain is temporarily assisting, nor Southern Rhodesia, which is almost but not entirely responsible for its own government. Lost to it, for the time being at least, are the Asiatic territories of Burma, the Straits Settlements, Federated Malay States, etc.

There have been widespread enlistments throughout the colonial empire.

East and West African troops, all volunteers, fought victoriously in the early Abyssinian campaign and have served since with distinction elsewhere. Units of the Nigerian Regiment operating in Italian Somaliland advanced 1,054 miles in 30 days, 350 miles in four days.

Malta, awarded the George Cross a year ago last April for "heroism and devotion that will long be famous in history," had withstood nearly 2,000 heavy bombing attacks before gaining the shelter of the new West Mediterranean allied air umbrella that was instrumental in the taking of Sicily this summer. The Royal Malta Artillery, locally recruited, had destroyed for certain no less than 227 enemy aircraft by last September.

In Palestine many Jews and Arabs are in the British forces. Apart from the Jews in the Home Guard, there are more than 10,000 in Near East British forces.

Aboard British ships there are serving a great number of colonials from Nigeria, the Gold Coast, Sierra Leone, Aden, Malta, Barbados and Malaya. Volunteers from the West Indies and West Africa are serving in the RAF. Other colonial volunteers are engaged in forestry in Britain.

Monetary Aid

Voluntary gifts from various parts of the colonial empire toward prosecution of the war now total over $125 millions.

In addition to this, loans amounting to more than $30 millions have been made to the British Government by colonial governments and individual colonials. Moreover, colonial governments are paying interest on further loans raised locally by public subscription, the proceeds of which have been lent the British Government interest free.

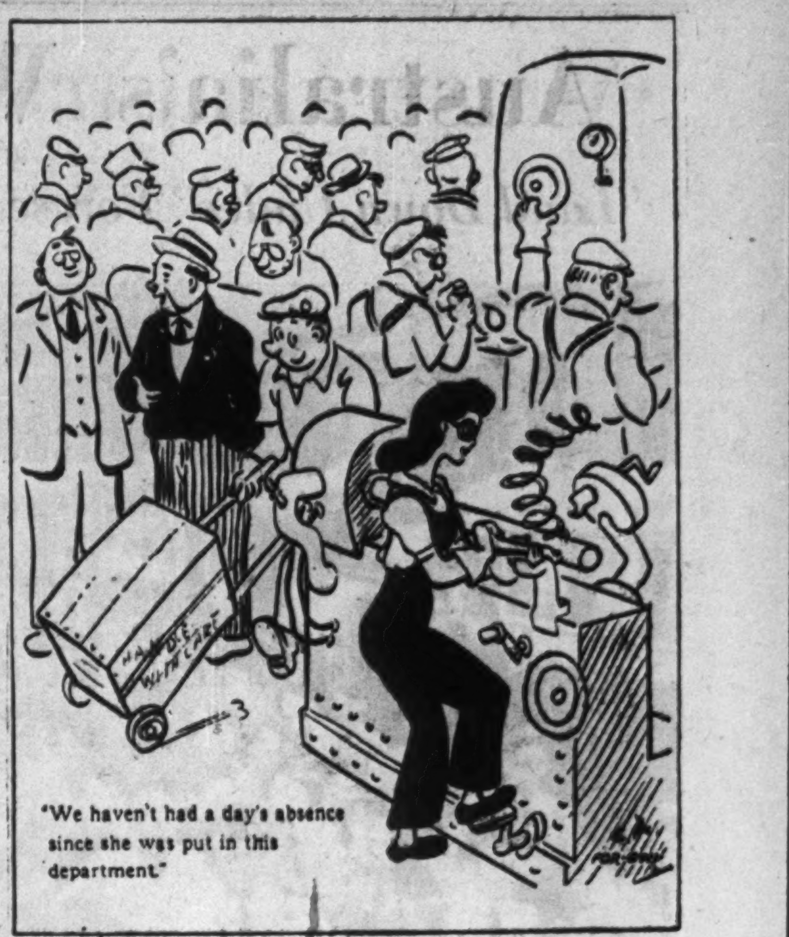
The monetary gifts fall into two main groups—gifts for prosecution of the war and gifts for war charities. The Ceylonese have contributed nearly $3.5 millions to war funds; Ceylon State Council has voted over $1.5 million and in recognition there is a "Ceylon Squadron" of Halifax bombers in the RAF.

Subscriptions to British East Africa war bonds are in excess of $13 millions. In Trinidad a "Win the War Association" collected upward of $1.2 million for Empire war funds between Aug. 1940 and March 1943, and investors in war savings certificates recently set up a one week record with purchases over $37,000. Trinidad Bomber Fund had given more than $900,000 for aircraft purchase by the end of last March.

In Tanganyika, a war savings campaign which started with a target of $2.2 millions was heavily oversubscribed; the objective has since been doubled.

Many aircraft, mobile canteens and ambulances bear the names of donor-colonies.

Constituting together a substantial leg-up to Britain and the allied cause, the gifts and savings of colonial peoples of the Empire testify to a healthy unity which may be found to contain promise in the outlook for postwar world political reorganization.



"We haven't had a day's absence since she was put in this department."

FEEDING U. S. ARMY

When the American Army reaches 7.5 million men, food rations for one month will make a pile about the size of the Empire State Building. The Army's food bill now runs $2.7 millions daily with 5 million men eating 15,000 tons daily. Each soldier consumes about 5¼ pounds daily as against 4 pounds for the average civilian.

HAMBURG'S WATERLOO

Before the raid of Aug. 3-4, 1943, 9,000 tons of bombs had been dropped on Hamburg. It was estimated that, of the 4,000 acres of fully built-up industrial area of Hamburg, 1,700 acres had been destroyed, while of the 3,400 acres of less dense areas, 1,900 acres had been destroyed.

Who FEEDS THE ARMY?

WHY . . . you . . . and you . . . and you!

Food is a weapon of war, and Canada's fighting men must be fed wherever they are. A marvel of organization is seeing to it that they get the very best of food to keep them fit in their fight for Freedom.

Weston's is proud that Weston's Biscuits are a regular part of the supplies sent to Empire troops all over the world . . . Burma, Africa, Sicily . . . wherever our forces are fighting, these wholesome, nourishing biscuits are an important item in their daily rations. In Axis prison camps, too, the Red Cross distributes many pounds of Biscuits.

These needs come first, for the army must be fed. But in spite of these demands, you will still find a choice assortment of Weston's Biscuits at your grocers'. So, keep on asking for Weston's. Quantities may be smaller . . . varieties fewer . . . but you'll get the same fine English quality that gave you so much pleasure in pre-war days.

Weston's
SODA BISCUITS
English Quality BISCUITS
BREAD and CAKES

Clearing the ground—
for TO-MORROW

THAT'S what our fighting forces are doing today—clearing the ground of poisonous Axis influence—ripping apart the whole vicious psychology of war, so that we can proceed to build a finer Canada.

For over sixty years Dominion Bridge Company Limited has been prominent in heavy construction. War has brought new skills, new techniques and new efficiencies to this already versatile organization.

Thus equipped you will find us ready to meet the demands of post-war construction. Let us plan together now.

D/B

DOMINION BRIDGE
COMPANY LIMITED
Head Office: LACHINE (MONTREAL) QUEBEC
Branch Offices and Works: OTTAWA TORONTO WINNIPEG CALGARY VANCOUVER
Agencies: EDMONTON REGINA

Australia's War Economy

"Land Down Under" Foresees Postwar Industrial Strength

Typical of a united effort, Australians are here shown on their way to embark for Canada to train under the British Commonwealth Air Training Plan.

With a Manpower Directorate to ensure labor being available where most needed, as well as on the fighting front, and with a government which did not hesitate to crack down on civilian comfort, Australia has thrown herself into the business of beating Japan with such efficiency that she promises to become an industrial power — not a remote sheep station — after the war. Seventy-three per cent of her munitions have been scattered throughout the country to avoid bombing, and already plans are being made to select such key country towns for postwar industrial development. Australia has won the co-operation of the trade unions, built 5,000 miles of strategic roads, diverted half a million men and women from civilian jobs into direct war work, suspended all holidays and launched many new processing and technical industries.

In four years of war Australia's seven million people have done a quick-change act from a peace to a war economy with such efficiency that the "land down under" has become the advanced striking base of the United Nations. The story of the job she is doing gives a lead to the role Australia will play industrially after the war.

When she declared war on Germany on Sept. 3, 1939, Australia's armies were insignificant in number; she was not producing enough small arms ammunition even to equip her own forces; and she had practically no mass production in heavy industry.

By Christmas, 1940, however, Australian soldiers were fighting on three continents, and by December, 1941, the AIF had suffered 13,335 casualties. They have battled in Egypt, mopped up the Italians in Libya and fought heroic rear-guard actions during the evacuation of the British from Greece.

It was threat of the 97,000,000 Japs on her northern doorstep in 1941 which really needled Australia's munition production and civilian war output to the point that today she is almost completely geared for total war.

Prior to the outbreak, Australia had not even produced a motor car, but today she is turning out 75 types of ammunition and every main class of armament to equip an army. She is making tanks, armored fighting vehicles, combat planes and warships.

The task of streamlining civilian war output was entrusted by the Production Executive of the federal cabinet to the Department of War Organization of Industry, two main subdivisions of which are a Manpower Directorate and an Allied Works Council.

The Manpower Directorate maintains a balance between men needed on the battle front and men wanted for the production line and keeps a list of occupations demanding labor priorities. In fact, at the end of January, 1943, the Director-General of Manpower was given further powers to prevent persons enlisting in the defense forces and to direct them to engage in any specified employment. Early in 1943, 210,000 persons were still needed to fulfill programs up to the end of June.

The Allied Work Council marshals the entire constructional resources of the Commonwealth.

Boards of Area Management consolidate and boost local resources. They function as part of the Government munitions department, together with men appointed to control individual branches of production, such as ordnance and armored tanks.

A Director-General of Agriculture controls the Australia-wide scheme of planned agriculture production which is administered then through District Wartime Agricultural Committees.

There are also a Directorate of Mechanical Equipment and Materials Supply, a Factory Equipment Section, and a Civil Constructional Corps.

Backing men of the AIF, the Royal Australian Air Force and the Royal Australian Navy is a Volunteer Defense Corps of more than 90,000 men, veterans of World War I or men engaged in essential war industry. With a total population of 5,000,000 men and women between 14 and 65, nearly 3,400,000 (or 68%) either are fighting, producing war supplies or doing essential jobs which are part of the war effort.

From 13,500 men and women working in Government and semi-Government munition factories, aircraft plants and shipbuilding yards, today the number has upped to 515,000. A 72% increase in number of Australia's factory employees is registered since September, 1939.

Whereas Australia had four munition factories when war broke out on Sept. 3, 1939, and just eight when Japan struck in December, 1941, in May, 1943, there were 49 Government factories in operation or nearing readiness for work, and 178 annexes—industries situated in the country—employing all told 50,000 males and 29,000 females.

On account of the ever-present threat of Jap bombs, Australia decentralized her industry, 73% of the munitions division having been flooded into the farming and grazing towns to use the labor, accommodation and special resources the districts provide.

Wide Range of Goods

Although before the war Australia had not even built a motor car, by the time Japan entered the conflict she was supplying a wide range of production of war equipment to Great Britain, Egypt, South Africa, New Zealand, Netherlands East Indies, Hong Kong, Malta, Malaya, Burma, India and the Fighting French in the Pacific. Today she is producing three machine tools for every one obtained from overseas and the number has exceeded so far 18,500 and is continuing at the rate of 500 a month.

Destination of Australian Exports
(£ A 1 = $3.55 Canadian)
From Dec. 7, 1941—March, 1943

To	Value	Per cent of total
Egypt, Syria, Palestine & undisclosed points	£23,864,000	11.44
India, Ceylon, Burma.	11,029,000	5.29
British Malaya	7,692,000	3.69
Pacific Islands	5,979,000	2.87
Netherlands E. Indies.	5,341,000	2.56
Un. of S. Africa, Rhodesia, Br. W. Africa Br. East Africa	2,655,000	1.27
All other countries ...	33,357,000	15.99

Capital expenditure authorized on Australian munitions totalled £141.6 millions at the end of May, 1943, an increase of £81.1 millions as of September, 1941.

Details of Capital Expenditures
(£ A 1 = $3.55 Canadian)

	Sept. 1941	May 1943	Increase
	£ millions		
Govt. factories	28.5	55.0	26.5
Annexes & priv. indus.	5.2	17.5	12.3
Purch. of materials .	14.3	35.0	20.7
Purch. of machine tools	6.5	20.0	13.5
Shipbldg. & repairs..	6.0	12.0	6.0
Electricity supply ...	..	.5	.5
Locomotive & rolling stock construction .	..	1.6	1.6
	60.5	141.6	81.1

Machine Distribution

Government in Australia controls use of all machine tools, none of which can be bought, sold or transferred without permission. It bought machinery from overseas to build up the local field, and other thousands where they stood in private shops. Machinery was replaced in factories which could do better, cheaper and quicker work. Others were supplied with necessary items of machinery to carry out their jobs.

Key workmen are constantly shifted to all new machines and processes under a scheme of technical training. In this respect, agreement was reached with the trade unions whereby shortage of trained men was relieved by use of semi-trained workers. The inexperienced were transferred from non-essential civilian industry to munitions making.

State and municipal bodies, and private contractors, with their labor and mechanical resources, have been co-opted by the Allied Works Council to expedite its program of authorized works of $291 millions. As of June, 1943, expenditures on current projects exceeded $3.5 millions a week for the previous 50 weeks.

In the beginning the Council, through the Civil Constructional Corps established in April, 1942, was engaged almost exclusively in construction of strategic roads, airdromes, landing grounds and flight strips. More recently emphasis has been on building of hospitals, camps and stores. Five thousand miles of new strategic highways have been built by the Allied Works Council plus 570 miles of auxiliary roads in Queensland at a total cost of $48.3 millions and requiring almost 16,000 men.

The Council also assumed responsibility for building 365 camps each to house more than 500 members of the American and Australian armies. Most of these were done by April, 1942.

One such house was to house 7,000 men, had to be and was finished in six weeks. Council delivered the camp on time, erecting buildings at the rate of 10 a day.

Having under its jurisdiction 53,000 men of whom 37,000 are members of the Civil Constructional Corps, it enrolled its first member on April 29, 1942. Since then its Supply Department has been serving at least a million meals a week.

Under stress of necessity Australia had to produce many materials which previously she imported, for instance, optical munitions: predictors for anti-aircraft guns, range finders and the whole series of 33 precise sighting gauges which require lenses. This glass, though, was obtainable only from eight firms in the world, most of them in Europe. Accordingly Australia went to work and is making fine quality glass and making it cheaper than the European brand.

Make Explosives

Most of the 150 main chemicals needed for explosives are now being made in Australia, as are many complex metals, while the Australian steel industry is utilizing its own metals to make formerly imported armor plate.

While Australia still must look to America and Britain for most of her aircraft types, production of advanced training and observation craft is being maintained and, in addition, the Department of Aircraft Production is making spare parts for both the RAAF and USAAC in Australia. It repairs and services operational aircraft and overhauls engines for both Australian and Allied Air Forces.

Diversion of an industrial army of half a million men and women from civilian jobs to direct war work and the services in less than 12 months was accomplished by shifting both men and women from the civilian production market with the result that workers on consumer goods have been reduced 63% from 534,500 prewar to 194,000 in 1943. Australia did not hesitate to crack down on civilian ease and comfort and the living standard has consequently shrunk to the barest minimum.

Some of the restrictions imposed on a warring Australia include:

Bread zoning in six capital cities released 1,500 men, 1,400 vehicles and saved $2,253,000 a year.

Jewellers were put to work drilling super-fine bunsen burner jets.

Refrigerator manufacturers were switched to making gas-producer units to save liquid fuel.

Toymakers now cut and stitch military uniforms.

Carpet manufacturers swung over to making hammocks for the Navy.

On top of Australia's commitment to feed Australian and allied servicemen in the southwest Pacific war zone (together with New Zealand), feed her own civilians, she has to help to sustain Britain. Principal foods supplied to the Mother Country by Australia during period of hostilities to March 31, 1943, included:

(Millions)

619.4	lb. butter.
92,065	lb. cheese.
467.5	lb. frozen beef.
737.5	lb. frozen lamb.
253.8	lb. sugar.
373.7	lb. dried and liquid fruit.
83.5	lb. jams and jellies.

Feeds Americans

To the Americans battling on Corregidor, Australia sent 10,000 tons of processed foods; she has been victualling ships putting into Australian ports and developing specialized army rations for north Australian jungle warfare. Total production of her vegetable canning industry, which has increased five times since start of the war, was 50 million lbs. in 1942, and is estimated at 11 million lbs. for 1943. Scheduled output of dehydrated foods, of which none were produced before the war, is 1,000 tons for 1943, this figure to be upped to 10,000 tons in 1944.

Civilians are growing their own vegetables to meet home consumption and get over the meat gap. Furthermore, to relieve transport problems and manpower shortage, vegetable production for allied troops in New Guinea is being organized with native Papuan labor.

Subsidies of $7.1 millions a year are being paid to dairy farmers to offset increased costs and are to be augmented considerably.

Food Objectives—1943-44

	Quan.	1942-43 est. prod. (thous.)	1943-44 (thous.)	% incr. or decr.
Milk (for all purposes)	gals.	1,155	1,150	....
Butter	tons	166	170	+2
Beef & veal,	tons	515	558	+8
Mutton & lamb	tons	411	435	+6
Pig meats..	tons	76	105	—38
Wheat	bu.	157,000	100,000	—38
Barley	bu.	8,160	8,000	—2
Sugar	tons	625	570	—9
Peanuts ...	tons	7	13	+86
Potatoes . .	tons	493	529	+7
Blue peas ..	bu.	444	600	+35
Green peas,	tons	30	72	+140
Navy beans,	tons	3	5	+67
Tomatoes ..	tons	125	163	+30
Other vegetables (for human consum.)	tons	426	438	+3
Tobacco	lb.	4,200	6,500	+55

Rigid Rationing

Rationing is possibly more stringent in Australia than in Canada because of her double undertaking to maintain equitable distribution within the country of goods rendered in short supply because of war, and to feed and clothe her men and allies.

Since June 15, 1942, clothing purchases of men have been cut 40%, women 33% and boys and girls 20%, due to reduced imports, increased demands from the fighters, and hard usage by industrial workers whose clothes wear out quicker.

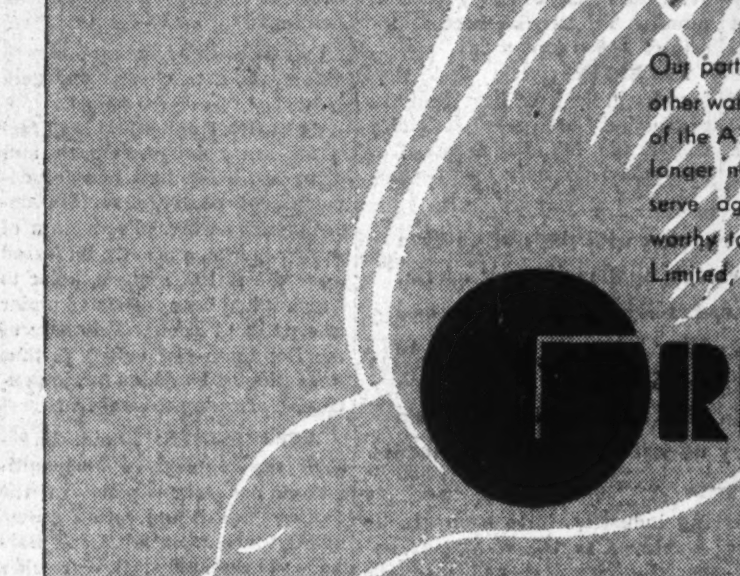
Tea has been rationed at 8 oz. per head per four weeks since July 6, 1942. This was necessary as the Netherlands East Indies, which supplied 80% of the commodity, was seized by Japan.

GREAVETTE PLEASURE CRAFT

... WILL RETURN WITH PEACE

Our part in this gigantic struggle is to build Fairmiles and other war craft to help in the accomplishment of a total defeat of the Axis. When our job is finished . . . when there is no longer need of our wartime services, we shall be happy to serve again our peacetime customers with pleasure boats worthy to bear the name "GREAVETTE". Greavette Boats Limited, Gravenhurst, Ontario

GREAVETTE Boats



AUTOTRAC
LOW COST FARM POWER

Better, Faster, Cheaper

DOES THE WORK OF FOUR HORSES

The production of food is one of the most essential items of the war effort and postwar program.

Scarcity of farm labor is seriously reducing food output.

One man with a tractor, or a substitute for a tractor, can do the work of two or three men who use horses.

It is very difficult to obtain a Standard tractor at this time but a second hand car is always available. This with an AUTOTRAC attachment will successfully do the work of a medium sized tractor.

Although the Autotrac duplicates the work of a tractor, the metal used in its manufacture is less than one fifth needed for such a tractor, leaving that much metal for other war needs.

The Autotrac has been produced in Canada for over four years and is serving nearly three thousand farmers who have put in from one to five crops with these machines.

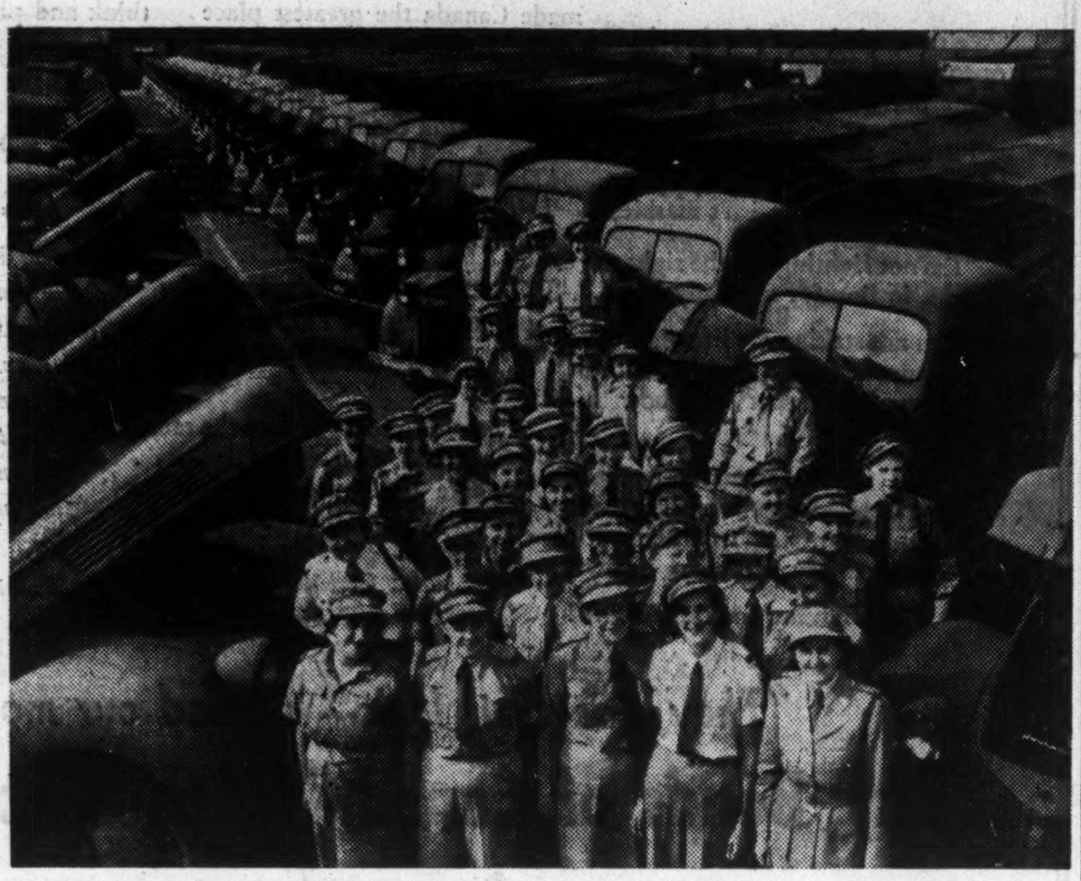
Otaco Limited
MANUFACTURERS FOUNDERS ENGINEERS
AIRCRAFT PARTS AND TOOLS
Orillia, Ontario

South Africa's War Record

Mighty Industrial Job Done by Vigorous Dominion

Even though the clouds of war still cast their shadows over South Africa, no longer can it be classed as a "dark" pocket of an even "Darker Continent." The remarkably competent job she has done in building up an army and a coast defense from scratch to meet Mussolini's threat in the North and the submarine menace from Hitler brought justified commendation. Her speedy gearing of an economy hitherto largely agricultural and pastoral, with some gold and diamond mining, into a vast industrial workshop, has turned the searchlight of world interest on South Africa.

The Union of South Africa, comprising some 472,000 sq. miles or about one sixth of the total area of the United States, numbers 2,230,000 whites, 40% of which are British and 60% of Dutch and French Huguenot descent, and 7.4 millions Bantus or Natives, plus over a million Colored and Asiatics. By grace of her mixed population, and as a result of the legacy of resentments which has been handed down since the British occupation of the Cape in 1806 and the Boer War in 1899-1902, South Africa was not moved by sentimental reasons to stand by the Motherland when the latter declared war on Germany in 1939. Actually, South Africa decided to throw in her lot with the Allies after a stormy session in the House of Assembly when General Hertzog, leader of the Nationalists, resigned and General Smuts became premier.



South African girls help their country's war effort. Here are transport drivers who help move thousands of tons of war supplies in the country's industrial effort.

The Strategic Reasons

If it was not sentimental reasons that moved South Africa, it was strategic ones. Her war-vital minerals, ores and food resources alone would have tempted any Axis pirate, to say nothing of her strategic position on the Cape Sea route between the East and the West.

The decision taken on Sept. 4, 1939 — even though she had scarcely 2,000 officers and men in uniform and hardly a vestige of a supposed well-trained reserve of 100,000—by June, 1940, South African units were attacking Italy in East Africa and followed this blow up with a record of unbroken conflict with the Axis since *Dec. 16, 1940*, in both East and North Africa.

Faced with the job of protecting her ports—two of the four principal ones being without even a gun in September, 1939—without a Navy, South Africa created a Seaward Defense Force composed of a number of fishing trawlers, whalers and other small craft which were equipped for minesweeping, anti-submarine patrol and examination work. The Seaward Defense Force by 1942 was constituted the "South African Naval Forces" and already looks to the day when it can qualify as a Navy.

Air and Naval Team

Co-operating with the Seaward Defense Forces were the bomber reconnaissance squadrons of the S. A. Air Force who did good work knocking German and Italian ships out early in the game when they tried to pass the Cape.

On June 11, 1940, a few hours after Duce attacked, South Africa's Air Force heavy bombers were pounding parts of Abyssinia with "conspicuous success," and have been engaged continuously ever since in routing Axis forces out of Africa.

Meanwhile, South African troops, the "Springboks," name of a graceful African antelope and national emblem, were heading for intensive training at base camps in Northern Kenya, two thousand miles north of the Union itself, for the desert warfare into which they were shortly to be initiated. South African engineers deserve special credit for building roads and sinking wells in a desert where hitherto only camel caravans had passed.

With a reservoir of only 2,300,000 whites to provide fighters for her Army, Navy and Air Force, and to do the big industrialization job of equipping the services and supplying Britain with food and raw materials, South Africa steps out as a leader in war production. Having been obliged to start from zero, she has had the advantage of a colorful leader in General Smuts who has, by his statesmanship and acumen, welded diverging groups within the Dominion. Threat of inner disruption was no less than the danger from the Axis. South Africa has not only survived her test; she has surmounted her difficulties.

"Dingaan's Day"

On Dec. 16, 1940, "Dingaan's Day"—in South Africa a holiday to commemorate a historic pioneer episode—South Africans engaged in their first real battle in East Africa. Campaigning under terrible hardships, in incredibly hostile country, under extremes of heat and cold, they gradually and inexorably ousted the Italians and raced to Addis Ababa—1,725 miles in 53 days—and were there when the Italian standard came down. As a result of the splendid work of the infantry brigades and the air force which cleared the skies over coverless deserts, the campaign was over and done by May, 1941, and the way cleared for Allied ships to make ready for the Middle East battle.

The First "Commandos"

South Africans are noted for their prowess as commando or guerilla fighters, the word "commando" actually having first been used during the Anglo-Boer War of 1899-1902 when the Dutch Republican units amazed the world with their striking agility at superior British forces.

South Africa, in reality, faced a second threat when Japan declared war, rapidly knocked out British and Allied bases in the Far East and started to waylay shipping off the African east coast.

By May, 1942, South African forces, in company with a strong detachment of air fighters, were taking part in the Madagascar episode.

Main job nevertheless continued to be to supply to the British Eighth Army in North Africa. Expeditionary units to the number of two full division, the First and Second were sent. While this was going on, South African airmen were operating in the evacuation of Crete; a S. A. railway construction company was building an important railway line along the Mediterranean in Palestine and Syria, Basutoland natives providing the labor force.

Sidi Resegh

Fifth South African Brigade faced and held a tremendous German Panzer force at the Battle of Sidi Resegh in November, 1941, first big test of the S. A. infantry. Two weeks later, in December, 1941, her Second Division took Bardia, Sollum and Halfaya Pass, but they suffered terrible losses the following June when Rommel pushed into Egypt

The Springboks of the South African First Division did their big job by stopping Rommel at El Alamein and paving the way for the Eighth Army to sweep the Germans and Italians out of Egypt and Libya. Losses here were rapidly replaced by the immediate enrolment of nearly 10,000 men and 2,000 women.

Orange Flash

Soldiers volunteering for service "anywhere in Africa" wear an orange flash on each shoulder. Reason: South African Government, declaring war, agreed not to send S. A. troops overseas. This was done partly to assuage isolationist sentiment in the country, but chiefly because it was correctly anticipated that South Africa, with her few numbers, would have sufficient war problems to meet at home.

On Feb. 4, 1943, however, the South African Parliament adopted a motion permitting her soldiers to serve in non-African theatres and at once the Springboks of the First Division signed for overseas service.

Home Guard

In June, 1942, two South African divisions were converted into tank divisions, the home front army was reorganized into two new commands, the Inland and the Coastal, while the old Burgher (citizen) Commandos, men too old for the front but remarkable marksmen, form the "Home Guard."

South Africa, with her vast plains and unlimited sunshine, initiated her own air training scheme, under which British personnel were invited to train with the S. A. Air Force. In August, 1942, a Glider Wing was added to the training of air pupils, while a "Help Aviation" movement among school boys and girls got enthusiastic response.

Six to seven hundred South Africans serve with the RAF.

Similarly, hundreds of the S. A. Royal Naval Volunteer Reservists are with the British Navy, and on Feb. 28, 1942, a naval training base was established at Cape Town, and later a Royal Naval Officers' training Establishment was started near Port Elizabeth.

Cape Town's port development scheme, begun before the war, is being pushed ahead apace. It will have one of the greatest docks in the southern hemisphere with a graving dock to accommodate the world's largest ships.

Industry Goes Ahead

Until 1914 S. A. was largely a grazing and agricultural country, gold and diamond mining only being the exception to the overall pastoral picture. Since 1914 industrialization has surged forward at an amazing pace.

In 1917-18 South Africa had 5,918 manufacturing establishments employing a little over 15,000 whites and 84,000 non-Europeans, their output grossing $250 millions, whereas by 1938-39 the number had jumped by 4,338 with 144,838 whites and 207,662 non-Europeans being employed, together turning out $800 millions worth.

Rudely jolted into realization that she could no longer secure aid from Great Britain and the countries she had normally traded with prior to the overrunning of Norway, etc., and with only three factories equipped to produce war material on outbreak of war, South Africa in two years jumped the number to more than 600.

Civilian Directorate

General Smuts, as prime minister and commander-in-chief in 1939, immediately created a special civilian directorate — as in Canada independent of military jurisdiction — to secure military equipment as rapidly as possible and train sufficient technical workers for the various war jobs. Known as the War Supplies Board, its director-general, the counterpart of Canada's Hon. C. D. Howe, was Dr. Hendrik Johannes van der Bijl, an Afrikaans-speaking South African.

South Africa was handicapped in getting geared for war in three ways:

1. None of her great industries could be called non-essential;
2. There was little chance to shift skilled labor from any of existing industries to those on war;
3. She had no machine tool industry and had to create it from scratch.

Her Advantages

She did have some advantages: some heavy engineering facilities servicing the gold industry; a number of railway and harbor constructional shops, and a small but effective iron and steel group (known as "Iscor"), abundant gold, iron ore and other base metals and raw materials vital to war. Electrical power is cheap and there is lots of it, while the explosives industry, serving the gold mines, has one of the largest of its kind in the world.

Whereas before the war S. A. imported more than half her steel from Europe, in 1941, thanks to sources of iron ore in the northern Transvaal, she was shipping 40,000 tons a month to Great Britain whose supplies from Sweden and Spain had been cut off.

Her vast coal deposits are supplying the Allies in the Middle East, while her considerable deposits of chrome became more and more essential as the chromium fields of Turkey became endangered.

A Steel Vertebra

Her steel industry became the backbone of arms and ammunition production, turning out armored plate, armor-piercing steel for anti-tank purposes, carbon steel for arms components, etc. In three years "Iscor" expanded plant capacity to 600,000 tons per annum.

In 1942 about 4,000 tons only of farm machinery and spare parts were being made by local engineering firms. This figure is being increased to 12,000 tons in 1943.

The Union's workshops during 1942 sent to North Africa more than half a million machine spare parts for guns, tanks, aircraft, etc., thus doing tremendous service in getting damaged equipment back into use.

Middle East Repair Shop

As the "repair shop of the Middle East," South Africa supplied the British Admiralty with oil tanks, pontoons and bridges to say nothing of the steel sections for military engineering work in the Middle East. A special type of armored car was designed for use in difficult, rugged country like Abyssinia and has proved a model for commando equipment in desert fighting.

With no machine tool industry of her own, a census of what was available throughout the country was taken, assembled into centralized units and transformed into mass production units. This field is gradually expanding.

Under the need of war S. A. improvised in many ways; she developed one of the most advanced gun sights produced in the Commonwealth which is now being mass-produced in a Transvaal factory. She also turned out howitzers in six months from local materials, learned to do her own shell forging, while engineering shops thousands of miles apart co-operatively tooled intricate components.

Orders in the past three years placed for completion by South Africa have exceeded $400 millions.

"Diluted Labor," by the entry into the engineering industry alone of some 10,000 women, has also upped production greatly.

Largest single organization in the country is the State-controlled South African Railways and Harbors employing over 130,000 men and women. From the mechanical workshops of the railways emerged the germ of the Union's munitions industry.

"Henry"
BULL DOG
VISES

More than 50,000 of these sturdy tools are serving Canadian Industry and our Armed Forces at home and abroad.

CRAFTOOLS
"The Vise People"
London Canada

BIRD CONSTRUCTION CO.
LIMITED
CONTRACTORS AND ENGINEERS
★ ★ ★ ★
WINNIPEG, MAN.
708 Confederation Life Bldg.
Regina Moose Jaw

BROACHING
TOOLS
CUTTERS . . . HOBS
GEAR SHAPER CUTTERS
– All Kinds of –
FORM and SPECIAL TOOLS

COLONIAL
TOOL COMPANY
LIMITED
Windsor, Ont.

UNITED POWER

The DRIVE TO VICTORY!

The illustration of this Dodge V-Belt Drive symbolizes the power behind the United Nations, as they gather momentum to smash the Axis and all that it stands for.

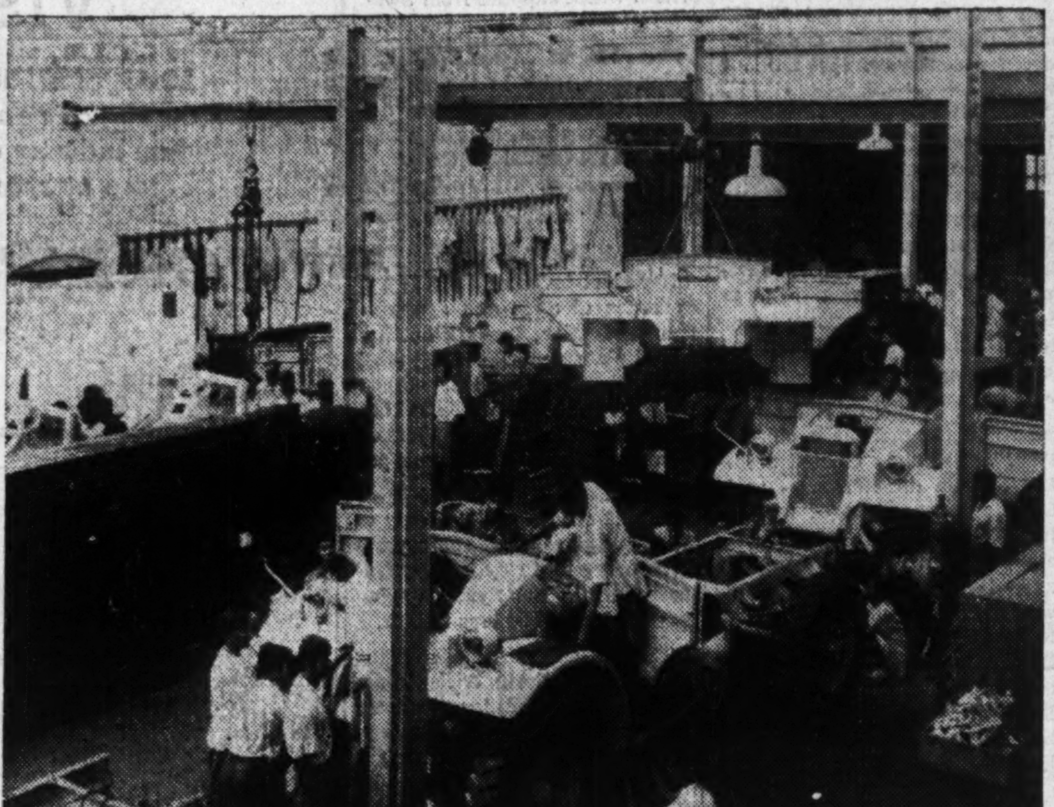
An integral part of this power is being supplied by Canadian industry. Tanks, planes, guns, ships — supplies and equipment of every conceivable kind necessary to the conduct of modern warfare are being produced with ever-increasing speed and efficiency. Canada has reason to feel proud of the growing might of its industrial efforts, which are backing up so superbly the valorous deeds of our fighting men in all parts of the world.

Designers and Manufacturers
CONVEYING AND ELEVATING EQUIPMENT
MODERN POWER TRANSMISSION EQUIPMENT
COAL AND ORE-HANDLING BRIDGES
WELDED PROCESSING EQUIPMENT
STEAM GENERATING EQUIPMENT
BALDWIN SOUTHWARK HYDRAULIC PRESSES

UNITED STEEL CORPORATION
LIMITED
TORONTO WELLAND DODGE MANUFACTURING DIVISION MEAD MONTREAL WINNIPEG

India's War Contributions

Men, Industry and Materials Do Their Bit



India's factories are turning out army trucks and other war machines. Here workers assemble military vehicles in a plant of a Ford of Canada subsidiary.

India is about to become a major belligerent in World War II and, afterward, in her own right quite possibly a dominant Asiatic power.

The latter is by no means unthinkable. True, most of her 390 millions of people on 1½ million of square miles present problems, but she is nearly as rich in natural resources as the United States and is making a resolute bid for industrial independence. Already virtually free of fiscal bondage and assured of political autonomy, India is seen by many as a dramatically rising nation.

Now, supported by heavy concentrations of U. S. air and sea forces, Britain has been preparing in India for full-scale assault of the Japanese in Burma, with the onslaught in that quarter expected to materialize by the year end, accompanied by companion drives from the Aleutians and Southwest Pacific against Japanese outer defenses.

Indian Army Strong

With well over two million men now at its disposal the Indian Army is ready for its new role; against earlier heavy numerical odds it had already proved its mettle.

More than 300,000 Indian soldiers are serving overseas. Bearing a part in the North African campaign that has been the subject of wide praise, they were called courageous, well trained and equipped in action with British, American, Dominions and French troops.

Men of the Fourth Indian Division were among the first to enter Tunis last May and have had the satisfaction of taking prisoner German generals Von Arnim and Krause after three years of fighting in that theatre.

The campaign became a European campaign with the recent taking of Sicily and the Gurkha's prowess with the kukri once more may be told in France.

Mechanization of the Indian army has been rapid and thorough. Early in the war its soldiers were fighting strong actions in the Western Desert, Iraq, Syria and Iran, Hong Kong, Malaya and Burma. A training school for parachute troops has been "in production" for a year and a half and, since the beginning of the war more than 300 field medical units have been raised in India.

Air, Naval Arms

First contingent of Indian cadets for the British Commonwealth Air Training Plan arrived in Canada two months ago. Indian pilots have, of course, been serving with the RAF.

The Indian Air Force is spreading its wings. Its planes have taken an increasing share in the task of protecting the long coastline and the growing fleets approaching it with troops and supplies; its squadrons (numbering 10 a year ago) have carried out reconnaissance and bombing flights important in number and effect. There were at least a half dozen important air training schools in India last year and the number of such bases has increased in 1943.

Seagoing personnel of the Royal Indian Navy has increased by over 600% during the last four years; corvettes, minesweepers and sloops have been added to the 19 small craft which comprised its pre-war strength in vessels, and these have played their part in the Battle of the Atlantic, in operations against Italian East Africa, in the Iran campaign, and against the Japanese last year. In addition, there have been 40,000 Indian seamen serving aboard allied merchantmen.

Between world wars the number of factories in India increased from fewer than 3,000 to almost 10,000, of which 1,700 were classed as major establishments. When World War II broke out India was producing annually 1.5 million tons of pig iron, and 665,000 tons of steel; since 1939 she has participated fully in the world-wide steel industry boom and is assured a new place in the ferrous metal trade of the Middle and Far East after the war. Finished steel output has been upped to 1.5 million tons annually, for example.

War potential of the country was also shaped by the fact that during the twenties and thirties marked progress was made in the match, cement, sugar refining, paper, glass, soap and hardware industries, as well as in electric lamps and appliances, rubber tires, water softening plant, cooking stoves, asbestos goods, paints and enamels. The tires are made from home-grown and Ceylon rubber and are said to be sufficient for Indian wartime requirements.

Heavy equipment of war has been supplied mostly from abroad but advance toward self-sufficiency has been made.

India is practically the world's sole producer of raw jute and largest sugar cane producer, has the largest reserves of high grade iron ore, is the largest mica producer and second-largest manganese ore producer. Bauxite, coal and hydro-electric power are other rich resources.

She is the world's second-largest producer of raw cotton and, since the war started, has reached a record cotton textile output of seven billion yards.

In the Tata Iron & Steel Co., India has the largest single iron and steel works in the British Commonwealth of Nations.

Against a background of pre-war annual production of 19 million tons of coal, 19 million cwt. of sugar and nearly a billion pounds of cotton manufactures, so substantial a number of new goods had come into production in the between-wars period that out of 60,000 different articles required in modern war India now manufactures over 45,000.

Between 1939 and 1942 the number of uniforms and other military clothing rose from 75,000 to over 7 million units a year; sandbags rose by billions; boots to 4 million pairs a year; various new items of munition supply from a few score to 700; gun production eightfold and filled shells a hundredfold.

The first Indian-built plane was test-flown in August, 1941, at the Hindustan Aircraft plant, Bangalore, in which a Curtiss fighter of the Hawk type was put into production last year.

Armored fighting vehicles produced last year exceeded 3,000. "Tatanagar," Indian-made armored car, was credited with remarkable service in the British Eighth Army's forward drive.

In addition to supplying textiles, foodstuffs, rolling stock, timber and coal to the United Kingdom, Australia, New Zealand, East and South Africa, the Middle East and Singapore, India before the present year began had supplied the United Nations with 600,000 filled shells and 150 million rounds of small arm ammunition. India is producing the latest types of artillery, with factories and arsenals well equipped for repair.

Newfoundland's War Effort

Prosperity Being Used to Build Postwar Life

While providing a strategic military base for Allied operations in the air and by sea, and giving generously to the war effort in men and resources, the war has opened up Newfoundland to the world, and has revealed the world to Newfoundland. The result is her determination to take advantage of this emergency, as all the United Nations are taking advantage of it, to clear her vision and point the way to a better future through improved social and economic conditions at home and a world free from stifling restrictions on trade.

In its strategic position at the mouth of the St. Lawrence, Newfoundland has become a base for operations in the battle of the Atlantic and an eastern outpost for defense of the whole of the North American continent.

Besides freely providing the use of her land she has given generously of her men for service in the Armed Forces and in the Merchant Marine.

At the same time the stimulation of war demands and developments, and the influx of new people and new ideas, has given this little country a new awareness of herself and a determination to take her place as a live and growing unit in the United Nations and in the world.

Outstanding in the record of Newfoundland's wartime development, and immensely important to its future prosperity, is the construction of airports which have provided bases for the day and night patrol of our Atlantic coast and waters and as a jumping off place for the Atlantic Ferry Command. Both of these services have already taken their place as important episodes, still going on, in the story of the war in the air.

Vital Staple Products

Newfoundland produces staple products such as fish, lumber, paper products and base metals, and practically all of the normal output of her industry is urgently needed for the war effort. However, the distribution of these products to Canada, the United States and elsewhere has been seriously hampered by its dependence on the utilization of what is perhaps our most scarce commodity, shipping.

New Economic Stocktaking

But the war, too, has brought with it a quickening appreciation of the necessity of improving production methods and seeking markets. With respect to the fishing industry, plans have already been drafted for a quick changeover, once essential machinery can be obtained, to a modern, centralized system of production and distribution. Refrigeration is to be the keynote of the change.

In the pulp and paper industry, too, preparations are going forward which, it is hoped, will put Newfoundland industry in a more favorable competitive position. Among these developments has been the improvement of products, such as wrapping paper, for the home market, development of newsprint specialties and improvement of the qualities of unbleached pulp production.

Iron Still Economic Mainstay

The production of iron ore is still, however, the mainstay of the mining industry. Shipping difficulties during 1942 resulted in the accumulation of a large carryover of ore, and as a result operations have had to be curtailed, and for a time discontinued.

Manpower Major Contribution

For the purposes of the war, one of Newfoundland's major resources has been its manpower. Besides providing labor for the task of constructing airports, wharves, barracks, and all the many construction needs of large military establishments, the island has a fine record of enlistment of its young men in the Armed Forces and Merchant Marine. A large group of these has been utilized, as a direct result of their training, in overseas forestry units, where their skill has made a major contribution to the task of conserving shipping space.

In line, also, with the seagoing nature of the population, the largest group of enlisted men is to be found in the Royal Navy in Newfoundland and elsewhere. In all there has been a total of 10,633 recruits from this small population of some 300,000 and 6,700 are still serving on all fronts.

War conditions for Newfoundland have meant unprecedented prosperity due very largely to the business activity created by the establishment of large defense bases of the island by the United States and Canada. This construction work has meant the expenditure of many millions of dollars and the provision of steady employment for thousands of Newfoundlanders at rates of pay higher than some of them had ever previously known. A vast stimulation of purchasing power has meant a virtual trade boom.

The finances of the island, which have for many years been seriously crippled by large debts and depressed economic conditions, have taken a new lease on life. The Commission of Government under which the island operates has been able to report a surplus each year since 1940-41. In 1941-42 a record surplus of $7.2 millions was piled up.

Possibilities Newly Appreciated

Besides its very substantial contribution to the war effort, and the permanent benefits likely to be derived from its strategic position with respect to air communications, the war has given Newfoundland a greater faith in and appreciation of its possibilities. The mainstay of her economy will continue to be timber, fish and mines, but these the Newfoundlanders intend to develop with the object of improving and diversifying their products, and by improving also the island's communication and social services so that the progress of its people will not be hindered by lack of education or social services which might prevent the investment of money in it.

"I'm not playing for MARBLES"

"This is it.

"We're headed straight for the open doors of hell. Maybe I'll come out alive, maybe I won't.

"I'll take that chance, because I know, now, what I'm playing for over here. And it isn't marbles.

"I'm not fighting for the right to wait in line for my daily bread.

"I'm not staking my life out here so anyone back there can tell me where and what and how to worship.

"I'm not outguessing madmen with machine guns in their hands for the privilege of being told what to say and when to say it.

"I'm fighting for FREEDOM!

"I'm fighting for the things that made Canada the greatest place in the world to live in.

"So don't anybody tell me I'll find Canada changed.

"Don't anybody tell me there's a bridle and bit waiting for me with my name on it!

"That's what took the humanity out of the men I'm up against now. And *I don't want any part of it!*

"I want to come back to the same Canada I left behind me . . . where our way of living has always brought us new and better things . . . and always will . . . the Canada where there's freedom, and justice, and opportunity for all . . . where you can think and plan and act on your own.

"That's the Canada I'm fighting for.

"Keep it that way until I come back!"

* * * *

Here at Kelvinator we are producing precision-built 100-round Bren gun magazines — 30-round Sten gun magazines—and intricate components for Bofors anti-aircraft guns—as well as supplying commercial electric refrigeration equipment for military, air force and naval establishments.

Kelvinator of Canada, Limited
London, Ontario

"They give their lives---we lend our money"

Buy Bonds of Canada's 5th Victory Loan

Kelvinator

MONTREAL —
Hub of Canada's War-Wheel

By air, water, bus or rail, a modern network of transportation facilities connects Montreal with points near and far, to the markets of the Dominion and of the world. Every route leads to the Great Metropolis of Canada. Over 50% of all commodities shipped by water into this Dominion — and out of it — are handled yearly in the Port of Montreal. East- and west-bound merchandise meets at this crossroads of inland distribution . . . via the mighty St. Lawrence River, gateway to and from the sea from which, in every direction, north, south, east, west, flow the products of a great nation at war. Thanks to this great background of industry and transportation, Montreal plays a worthy role in Canada's war-effort and is making a tremendous contribution to the industrial phase of Canada's War In The Air.

MONTREAL
INDUSTRIAL
AND
ECONOMIC
BUREAU
●
VALMORE GRATTON
GEORGE S. MOONEY
Co-Directors.

New Zealand in the Empire Effort

Midget of the Nations, Pace Setter as a Producer

Men from New Zealand are to be found in many strange places doing their part in the war. Here a group of Maoris are shown as members of ski units.

New Zealand, the smallest of the self-governing Dominions, with a population of just over 1,600,000 has achieved a war record unexcelled by any other of the United Nations, with the exception of Great Britain itself. On the outbreak of war there was a tremendous rush of men volunteering for overseas service but the government soon (in March, 1940) introduced national conscription as the most equitable method of recruiting and also as the best means of controlling manpower in essential industries.

The war policy of New Zealand involves the mobilization not only of men and women and of every pound, but of every tool, every machine, every productive resource as well. This policy since 1939 has been based on:

(1) The paramount necessity of meeting war needs in men, materials and financial resources;

(2) The need to keep the every-day economic life of the community functioning, and so carry on the burden of war;

(3) The need, after meeting these demands which inevitably involve sacrifices from all, to maintain living standards above a reasonable minimum.

In Britain And Egypt

National mobilization resulted in the immediate formation of the Second New Zealand Expeditionary Force of which the First Echelon left for Egypt in Jan., 1940. The Second Echelon was ready in Britain during the crisis after the collapse of France. In all, over 75,000 New Zealanders are serving overseas in the Army, 10,000 in the Air Force and 7,000 in the Navy. Added to these is a Home Guard and other home defense organizations totalling over 100,000. The New Zealand Division has served with distinction in Greece, Crete, Libya, Tunisia, and it has recently been announced that New Zealand forces are operating in the South Pacific.

N. Z. Navy Honored

In Sept., 1941, His Majesty The King accorded the distinction of the name "Royal New Zealand Navy" to the naval forces of the Dominion. HMNZS "Achilles" played a glorious part in the engagement with the pocket battleship "Graf Spee." Other vessels have served in the Indian Ocean, the Mediterranean and in the South Pacific. In addition, hundreds of New Zealanders render valuable service in our Merchant Navy.

New Zealanders are to be found in every sphere where the Royal Air Force operates, from Iceland to the Solomons, and they have taken part in every notable engagement. One of the New Zealand fighter squadrons in England is equipped with Spitfires purchased by public subscription in New Zealand. Over 30,000 of the best of New Zealand's manhood have joined the Royal New Zealand Air Force.

Solves Labor Scarcity

Dislocation of industry is unavoidable when so many men have been taken into the Armed Forces. To meet the difficulties of factories and farms due to labor scarcity, the following measures have been taken—longer hours of overtime have been worked; retired men, women and boys have been brought into industry; men between 46-60; younger men unfit for military service; single women and married women with no children, between ages 20-30, are subject to compulsory direction into essential industries. The movement of labor from certain industries declared "essential" has been controlled and its entry into non-essential fields restricted. Other measures of control are the administration of regulations affecting absenteeism and the control of application for release from camp of members of the armed forces.

Smallest of the self-governing Dominions, New Zealand has an unexcelled war record. Early in the war an expeditionary force was organized which saw service in Egypt and other war centres, being a prominent factor in eventual conquest of all of Africa. New Zealand also has her navy and her sailors serve in the merchant marine. Canadians are familiar with New Zealanders, many of whom have taken air force training here under the British Commonwealth Air Training Plan. On the home front New Zealand has organized her economy to produce the most needed supplies and her food has proven of great assistance.

Four Objectives

Administration of these measures is directed toward the following four main purposes:

(a) To secure priority in the labor market for war industries and essential services;

(b) To protect continuity of production by minimizing the circulation of labor in such industries and services;

(c) To tap all available reserves of manpower not in industry, in order to supplement the existing labor force;

(d) To facilitate adjustments or reorganization likely to result in either increased production or economies of manpower.

Capacity Tested

New Zealand has always been a large producer of primary products such as butter, cheese and meat, but the war has brought increased calls on her production capacity. In addition to the demands of the New Zealand armed services, she has had to maintain vastly increased production to serve the needs of:

(1) Those armed services of the British Commonwealth for whom New Zealand has contracted to make supplies available;

(2) Her American Allies in the South Pacific, under reverse Lend-Lease;

(3) The people of the United Kingdom;

(4) Her own civilian needs.

30,000 Tons More Butter

Butter production has been increased from a pre-war average of 120,000 tons to 150,000 tons annually and cheese has similarly increased from 85,000 tons to 110,000 tons. New Zealand's total export for the 12 months ended Dec., 1942, have reached the all-time record total of £85 millions. For the year before the war the corresponding figure was £58 millions.

In addition to primary production, New Zealand has developed new industries and existing manufacturing plant to a tremendous extent. She is now undertaking munitions production and is manufacturing hand grenades, universal carriers, mortar bomb fuses, cartridges, etc. Total increase in output of this type of material from 1938 was 2,030%, and from 1939, 932%. Other items of production are woollen piece goods, blankets and rugs, footwear, ships, linen flax, radio equipment and machinery.

Prices Stabilized

Pursuant to a proclamation of emergency under the Public Safety Conservation Act, regulations were made on Sept. 1, 1939, with the object of stabilizing prices. These provided that prices of goods and services should not be raised above the prices ruling on Sept. 1, except as might be specifically authorized by the Minister of Industries and Commerce. A clause also prohibited hoarding of goods. These regulations were superseded by the Control of Prices Emergency Regulations of Dec. 29, 1939, which constitute the present Price Tribunal. The general functions of this tribunal are to investigate complaints with respect to prices charged for goods or services, to issue orders fixing the maximum or minimum wholesale or retail price at which any particular goods may be sold, and to take any steps as in its opinion may be necessary to prevent profiteering or the exploitation of the public.

Foodstuffs generally, and sugar, wheat and flour specifically, were brought under the control of the government by emergency regulations made on Sept. 4, 1939.

Export Surplus Bought Up

Arrangements for the purchase of New Zealand's exportable surplus of meat, wool, dairy produce, scheelite, woolly sheepskins, and tallow by the United Kingdom Government were made shortly after the outbreak of war at agreed prices. The linen-flax fibre produced at the request of the Imperial Government is also bought at agreed prices.

In Oct., 1940, the Economic Stabilization Conference put forward recommendations designed to stabilize prices, wages and costs. In furtherance of these recommendations the retail prices of 38 commodities, comprising the more important foodstuffs, clothing, fares, fuel and lighting were stabilized as from Sept. 1, 1941. These commodities may not be increased in price by the retailer above the level ruling on Sept. 1, with the exception of eggs, milk and meat.

Goods Under Control

Space is not available to quote the actual prices fixed for the various commodities, but the list following sets out those which have been under some measure of control:

Retail: Bacon, baking powder, beeswax, blankets, bread, butter, candles, cheese, chewing gum, coal, coffee, coke, condensed milk, electric light, exercise books, flour, gas, golden syrup, honey, jerseys, knitting wool, machine oil, matches, meat, milk cans (used), oatmeal, polish (boot), potatoes, rolled oats, salt, shoes, shoe repairs, socks, suitings, tea, tram fares, underwear, woollen piece goods.

Wholesale: Butter, fencing wire, flour, hides, lemons, masonite wood, motor spirits, onions, oranges, potatoes, storage batteries, superphosphates, wire netting.

Export: Blue cod, citrus fruits, rags, scrap metal, tobacco.

Produce purchased under United Kingdom Purchase Agreements: Butter, cheese, greasy wood, linen-flax fibre and tow, meat, scheelite and tallow.

In the year 1941-2 factory output reached a record value 36% above pre-war production, engineering, footwear and woollen goods manufacture accounting principally for this increase. Primary production has, year by year, exceeded all pre-war records.

Overseas Banking

A stabilization scheme designed to obviate rises in the general level of wages, prices of cost-of-living items, rent, farmers' prices and costs, and transport rates and costs as essential to the war effort has been in operation for a considerable time. Overseas banking assets reached a record figure in the financial year ended March 31, 1943, and for this same year a budget surplus, due to increase in revenue from income tax and railways operation, resulted. Expenditure for war expenses account has increased as the war has progressed to an annual figure of £144 millions, and during the year a system of Lend-Lease, reciprocal with the United States, has been in operation. Up to the end of March 31, 1943, war expenditure by the Dominion had amounted to £230 millions, and at the present time is running at a figure approximately £3 millions per week.

National Debt Up

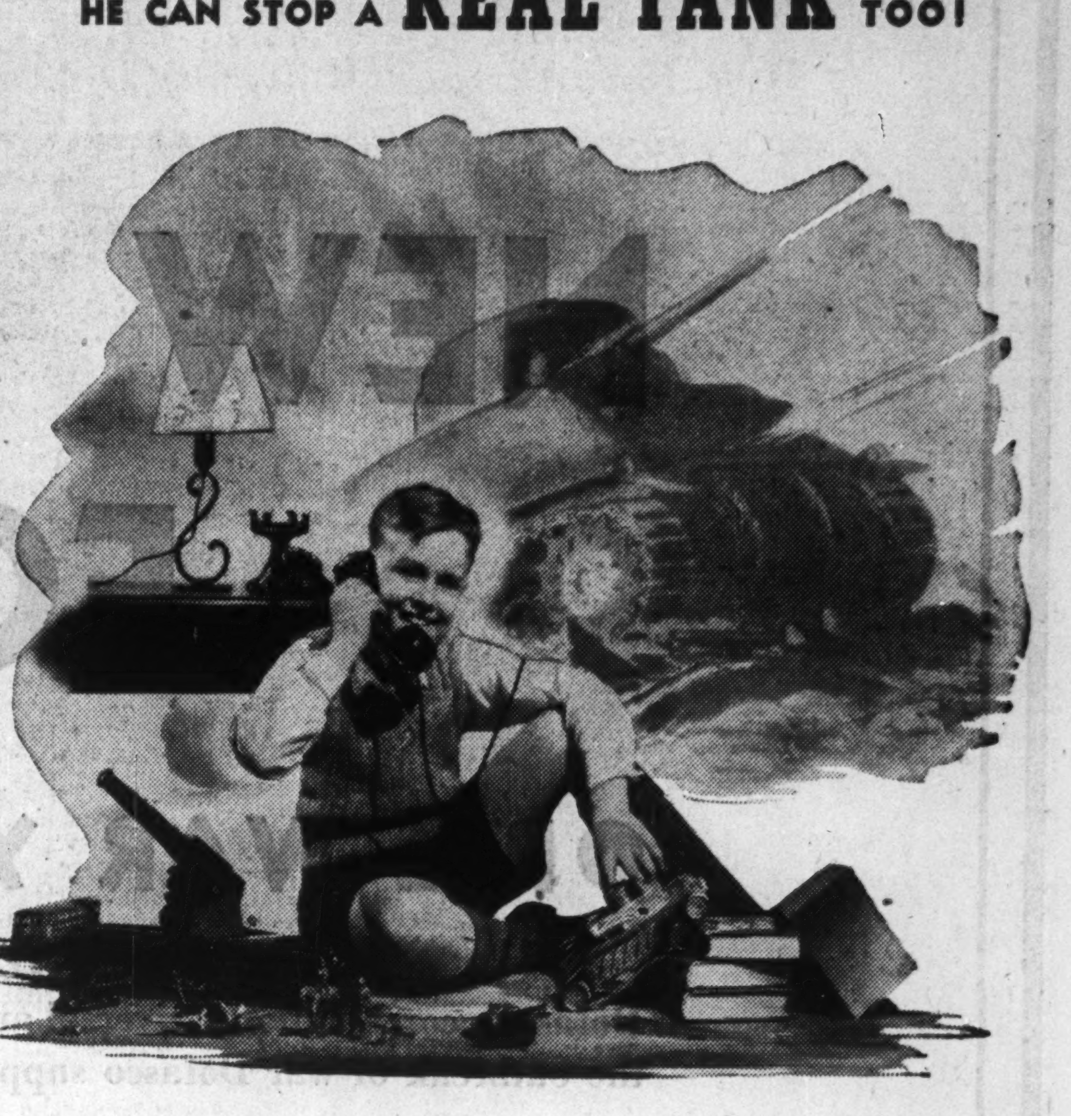
While the national debt increased during 1942-3-4 by £78.4 millions, the greater portion, namely £74 millions was domiciled locally. Since March, 1936, the ordinary debt domiciled in London was reduced by over £10 millions. War pensions and social security benefits have been increased. An interesting comparison regarding the price index is given in the annual report of the New Zealand Government Department of Industries and Commerce. The increases shown since Sept., 1939, were:

New Zealand—12.4%; Australia—20.7%; Canada — 16.8%; U. K.—29%; India—60%; Egypt —76.6%.

DEFENSE PROJECTS

In the construction of defense projects such as airports more than $515 millions was expanded, representing about $50 out of every $600.

HE CAN STOP A **REAL TANK** TOO!



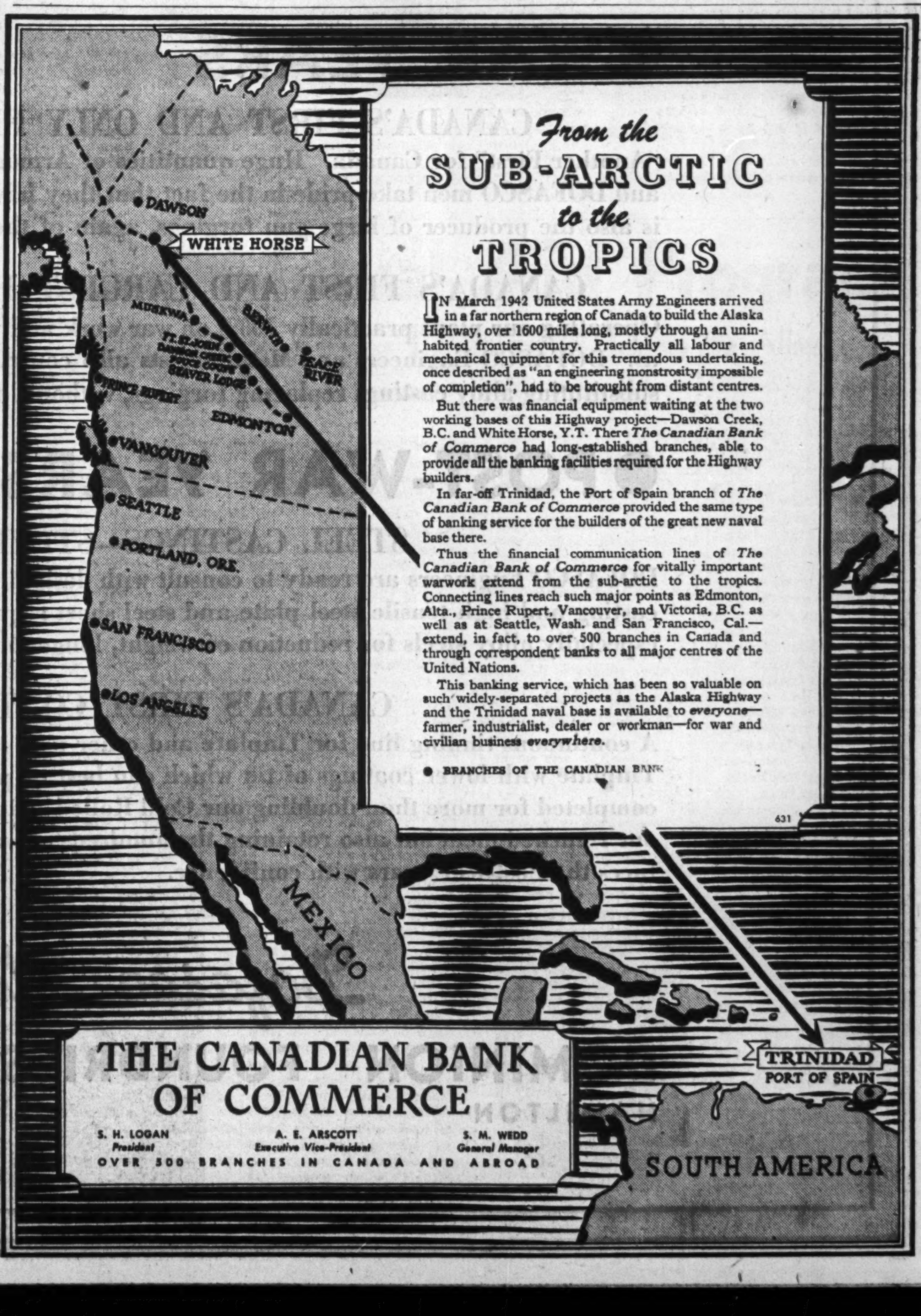
BOBBY doesn't realise it—but while he talks to his team-mate about tomorrow's big game a hard-pressed production man may be trying to get through a message on which lives depend.

Here's one more way in which youngsters can show their loyalty to the cause for which their fathers and big brothers are fighting. And let's be sure that *we* set them a good example by using the telephone only for necessary calls . . . and by keeping them brief.

WAR CALLS MUST COME FIRST.

On Active Service THE BELL TELEPHONE COMPANY OF CANADA LONG DISTANCE TELEPHONE *Giving Wings to Words*

● Buy War Savings Stamps and Certificates Regularly.



From the
SUB-ARCTIC
to the
TROPICS

IN March 1942 United States Army Engineers arrived in a far northern region of Canada to build the Alaska Highway, over 1600 miles long, mostly through an uninhabited frontier country. Practically all labour and mechanical equipment for this tremendous undertaking, once described as "an engineering monstrosity impossible of completion", had to be brought from distant centres.

But there was financial equipment waiting at the two working bases of this Highway project—Dawson Creek, B.C. and White Horse, Y.T. There *The Canadian Bank of Commerce* had long-established branches, able to provide all the banking facilities required for the Highway builders.

In far-off Trinidad, the Port of Spain branch of *The Canadian Bank of Commerce* provided the same type of banking service for the builders of the great new naval base there.

Thus the financial communication lines of *The Canadian Bank of Commerce* for vitally important warwork extend from the sub-arctic to the tropics. Connecting lines reach such major points as Edmonton, Alta., Prince Rupert, Vancouver, and Victoria, B.C. as well as at Seattle, Wash. and San Francisco, Cal.—extend, in fact, to over 500 branches in Canada and through correspondent banks to all major centres of the United Nations.

This banking service, which has been so valuable on such widely-separated projects as the Alaska Highway and the Trinidad naval base is available to *everyone*—farmer, industrialist, dealer or workman—for war and civilian business *everywhere*.

● BRANCHES OF THE CANADIAN BANK

631

THE CANADIAN BANK OF COMMERCE

S. H. LOGAN *President* · A. E. ARSCOTT *Executive Vice-President* · S. M. WEDD *General Manager*

OVER 500 BRANCHES IN CANADA AND ABROAD

CUTTERS
ROUTER BITS
DIES & JIGS
STAMPINGS

SPECIALIZING IN
METAL AND
WOODWORKING
CUTTERS AND
ROUTER BITS
FOR THE AIRCRAFT INDUSTRY

SEHL
ENGINEERING COMPANY
136 OTTAWA STREET
KITCHENER, ONTARIO

NEW STEELS FOR CANADA

● PRE-WAR YEARS

CANADA'S FIRST SUCCESSFUL PLATE MILL

Dofasco's combination Universal and Sheared Plate Mill was designed for the Canadian demand and previous to the outbreak of war Dofasco supplied 82% of Canada's total plate requirements or 92% in our rolling widths.

CANADA'S FIRST SUCCESSFUL HOT STRIP MILL

Once again Dofasco pioneered in Canadian steel progress adding patented hot coiling equipment to the Plate Mill, making possible production of Hot Strip in coils suitable for Cold Rolling.

CANADA'S FIRST SUCCESSFUL COLD STRIP MILL

Dofasco introduced into Canada the production of thin Steel Strip or Sheets, by the Cold Reduction process, for Tin Plate, Blue Plate, Enamelling Plate, Cold Rolled Sheets, and many other purposes.

CANADA'S FIRST SUCCESSFUL TIN PLATE MILL

Dofasco is the *first* and *only* company making Tin Plate *from Canadian Steel* by the Cold Reduction Process, which gives accuracy of gauge, high finish and ductility only possible by this method. In the U.S.A. 99% of Tin Plate is produced from cold rolled steel.

● WAR YEARS

CANADA'S FIRST AND ONLY PRODUCER OF ARMOUR PLATE

"Another First" for Canada. Huge quantities of Armour Plate Steel have been produced, of the highest quality and DOFASCO men take pride in the fact that they have furnished all of Canada's Armour Plate. DOFASCO is also the producer of large gun forgings, again of the highest quality.

CANADA'S FIRST AND LARGEST PRODUCER OF ARMOUR CASTINGS

Operating our plant practically 100% on war work and producing war castings, we met every demand asked of us. DOFASCO Engineers and Metallurgists also contributed in speeding up deliveries and savings in costs by substituting alloy castings replacing forgings, without loss of quality.

● POST-WAR YEARS

STEEL CASTINGS–STEEL PLATE–STEEL SHEETS

DOFASCO Engineers are ready to consult with designing engineers of any industry in regard to Post-War steel casting and high tensile steel plate and steel sheet requirements and to develop thoughts regarding substitutes, especially alloy steels for reduction of weight, longer life, or better performance.

CANADA'S FIRST CONTINUOUS TINNING LINE

A continuous tinning line for Tinplate and other uses is under construction. The war has developed the use of Tinplate with lower coatings of tin which can best be produced by a continuous tinning operation. Plans are completed for more than doubling our Cold Rolled strip production, which means not only the finding of jobs for our returned men, but also retaining the hundreds of war workers already added to our normal staff. Dofasco faces the Post-War years with confidence.

Dofasco Steel Products

DOMINION FOUNDRIES AND STEEL LIMITED

HAMILTON CANADA

THE FINANCIAL
POST
Canada's Foremost Business Newspaper

Toronto, September 25, 1943—Section B

How the Cabinet Really Operates

Committees, Advisory Experts and a Developing Permanent Secretariat Aid the Top Control of Our Dominion's Many-faceted War Effort

Parliament and the people . . . to these are the Cabinet responsible, even in time of war. Under duress of national emergency, "Parliament's chief role is to bring to account individual ministers who are responsible for acts of their subordinates."

What makes our Government tick?

That is a question on which volumes have been written. The answer goes deep into the roots of British constitutional history; includes new wrinkles and devices which have been added in the past few years, more especially under the duress of war emergency.

To understand the machinery of government in Canada it is almost essential to look in at various "levels."

There is the "Cabinet level," where matters of high policy are decided; from where instructions pass down to deputy ministers or senior department officials charged with responsibility of seeing that action is taken.

There is Parliament itself which, even in time of war, retains important prerogatives. Under war conditions Parliament's chief role is to bring to account the individual ministers who are responsible for the acts of their subordinates and who, as members of the House itself, can be called to account for anything they have done or said. Parliament, of course, can alone approve new acts or legislation setting up such bodies as the new *Mutual Aid* Board.

A Complicated Pattern

Finally there are a score of different levels and sublevels within the individual government departments themselves with tentacles and cross-routes (chiefly through interdepartmental committees or boards) interwoven all through the piece.

Take specifically a matter of high policy such as the decision whether or not Canada should introduce a system of family or children's allowances.

This arose by reason of the McTague Report on wage and labor conditions in Canada. Mr. Justice McTague, as chairman of the National War Labor Board, reported directly to the Minister of Labor, Hon. Humphrey Mitchell (most other branches of the Labor Department report through the deputy, but not the NWLB). The report went from the Minister to the Cabinet, probably with memorandum and comment attached from various members of the department who had been given it to study.

One alternative suggested by Mr. McTague was family allowances. Therefore, after discussion in cabinet, the matter was thrown back for expert advice to (a) the Advisory Committee on Economic Policy and (b) to a special labor subcommittee named by the ACEP.

The Cabinet of course does not have to wait for this opinion or advice. It may decide to adopt family allowances willy-nilly and not wait for the ACEP report. (In this particular instance the ACEP found the experts disagreeing violently, whereas the Cabinet at the middle of last week was reported highly favorable to the project.)

May Become Permanent

The ACEP is a wartime body which may well become a permanent part of the machinery of Government in Canada. It is an advisory board of senior civil servants chaired by Dr. W. C. Clark, Deputy Minister of Finance, and bringing in such people as Governor Towers of the Bank of Canada, Donald Gordon, chairman of WPTB, Arnold Heeney, clerk of the Privy Council, Hector B. McKinnon, chairman of the Tariff Board, as well as nine deputy officials from individual Government departments. Vice-chairman of the committee is W. A. Mackintosh, special assistant to the Deputy Minister of Finance. It reports directly to the Prime Minister and is now charged specifically with major responsibility in the field of postwar planning and co-ordination.

Assuming the Cabinet decides to introduce family allowances, it must seek and obtain the approval of Parliament. (In this case it is possible that a constitutional amendment may be necessary because of possible infringement on provincial rights.) The outline of the proposed legislation (once the Cabinet has approved the principle) will be drafted by the officials of whatever department is going to be made responsible. It will then be sent to the Department of Justice for technical rewording or possibly entirely drafted in that department.

Once Parliament has approved by third reading, and similar procedure has taken place in the Senate, then it is up to the responsible minister to appoint officials and put the new machinery (wherever necessary) into action. If the administration of the new branch or law overlaps on another branch of government, then a board or interdepartmental committee may be set up to act as a clearing house.

For instance, the WPTB is a board of the Department of Finance, and responsible directly to Hon. J. L. Ilsley. Donald Gordon is chairman of that board, which includes 10 senior civil servants representing various interested government departments.

Cabinet War Committee

In the case of wartime legislation or matters affecting the three armed services, the procedure is somewhat different in that in time of war Canada and Great Britain create a War Committee of Cabinet (half a dozen senior members representing the armed services, finance, munitions and supply, etc.). This War Committee of the Cabinet sits almost continuously and has tremendous authority to pass and approve orders-in-council for war expenditures and a wide range of decisions affecting conduct of the war.

The War Committee has a permanent secretariat and contrary to regular cabinet procedure, regular minutes are kept of each meeting. Its acts are subject to check and approval by the full cabinet and ultimately by Parliament, but its chief purpose is to provide a medium where appointments, orders and regulations, expenditure requisitions, etc., can be cleared very quickly and expeditiously.

Chiefs of Staff Committee

On the military side there is an advisory committee of the War Committee of Cabinet called the Chiefs of Staff Committee which acts in somewhat the same role as the ACEP. Actually the Chiefs of Staff Committee is a much more active and important body than the ACEP since through it are channelled major decisions affecting not only disposition of the armed services but other related questions such as manpower, war orders and commitments, etc.

This advisory body is purely an "expert" committee headed by the head of the senior services, Vice-Admiral P. W. Nelles, and comprising representatives of the other services as well.

In addition, there is also a Defense Council, chaired by Col. Ralston as Minister for National Defense, and which is the top-ranking authority on military matters at the "Cabinet" level. This latter committee is in reality a sort of cabinet subcommittee comparable to (but much more important than) a number of other cabinet committees on such matters as manpower, wheat, internal security, demobilization and re-establishment, etc. Under the Defense Council, and reporting to it, are three separate councils for each of the services—an Army Council, a Navy Board and an Air Council.

Permanent Secretariat

One of the most important wartime developments in the Canadian parliamentary system has been the gradual emergence of a permanent secretariat around the all-important, but sometimes highly nebulous, organization known as "the Cabinet."

Canada, under pressure of war, saw herself creating innumerable new directorates and controllers, administrators and assistants to carry out the manifold tasks of a country at war with the most potent and mighty enemy ever faced by any group of powers throughout history. Much publicity attended the creation of these various executive positions. Less has been known, however, of a group of experts who form the rather novel committee of Cabinet as advisers, but one which really is fulcrum of all Canadian legislation.

Most significant of these has been the development of a permanent secretariat of experts whose exclusive task it is to be on call to the Cabinet for advice on matters demanding specialist treatment. These men are in turn assisted by their own corps of experts. In this way advice reaching the Cabinet is in reality "the last word."

In Great Britain, it is probably true that the full Cabinet seldom, if ever, meets in time of war. The same is true of President Roosevelt's Cabinet both in peace and in war.

Under the British system of government, it is the War Committee of the Cabinet, a committee of the senior members having especially to do with matters pertaining to the prosecution of the war, which actually carries on the vital business of government, makes and passes orders-in-council pertaining to the war effort and generally debates and decides matters of high policy.

No Minutes Taken

Even in Canada today no minutes are taken of ordinary Cabinet meetings when they occur. What has developed and is now being perfected to an important degree is a permanent secretariat for the War Committee of Cabinet. This obviates the old problems which arise from the traditional secrecy of Cabinet meetings (that is, no one who is not a member of the Cabinet should attend) and the natural difficulties which arise when there is no formal report on or "follow-through" in respect of decisions made.

Follow-through on Cabinet business today in Canada is the responsibility of Arnold Heeney, who attends all meetings and is responsible that "what's done is done."

Usually in attendance also at War Committee meetings is Norman Robertson, Canada's Undersecretary of State for External Affairs. Around both these young men in the past two or three years is growing an important group of experts—economists and men qualified in various special fields to give the Government advice and to follow through on many important matters which might otherwise fall between stools or simply not get done.

Cabinet Committees

Cabinet committees on manpower, on demobilization and reestablishment, on internal security, on scientific and industrial research and on wheat also exist at least in name. But, in view of those close to machinery of Government at Ottawa, these committees only occasionally emerge as powerful and important bodies. Sometimes it is true they do make reports which are of some consequence and which lead finally to action. For the most part, it is work that is done by individual departments and individual ministers which carries the greatest weight and usually leads to the most decisive action.

By and large, the governmental machinery, and especially the war machinery, functions through decisions made at the Cabinet level and put into action by individual ministers who are responsible for policy and administration in their own respective fields. In addition, however, one or two important bodies now report direct to Cabinet and wield considerable influence from time to time.

Advisory Committee on Economic Policy is one of these. This is a committee of topflight civil servants which came into action in the early days of the war and is chaired by Dr. W. C. Clark, Deputy Minister of Finance. This is the committee which was responsible for blueprinting a great deal of the early program for fighting the war on the economic front. More latterly, this committee has been given over-all responsibility for postwar reconstruction.

Treasury Board

The Treasury Board, chaired by Hon. J. L. Ilsley as Minister of Finance, is another traditional committee which reports to the Cabinet. This is a board which periodically raises the ire of civil servants and departmental officials who believe it looks with fishy eye on all matters of expenditure over which it has control. Actually, in time of peace, this committee does exercise important restrictive influence on certain types of Government spending. In time of war, some of its rules and regulations have proved a definite barrier and handicap to officials eager to get quick action.

One important feature of the Canadian Cabinet which parallels the system in Great Britain is the vital principle of Cabinet solidarity. In Canada, as in Great Britain, once a decision is made on a major matter of policy, there can be no public disagreement short of the resignation of the minister himself. This is not true, of course, in the United States, where individual members of the Cabinet are often violently and publicly in disagreement one with another.

Production for Victory

One of a monthly series

Report for September

Canada and the United Nations

Our Mutual Aid Program

Present Policy Marks Third Stage in Helping the Allies

Measured by all the sweat and complexities which have developed in the past few months, many people at Ottawa wish that Canada had never started its own Mutual Aid program.

But measured by ultimate standard of goodwill and ultimate postwar benefit, this new billion dollar venture into the new world of lend-lease machinery may yet prove one of the most important steps Canada has taken in this war.

From the first, Canada has had a vast and increasing surplus of war material and supply. She has become the fourth producing member of the United Nations and has had available a huge and sustained supply of foodstuff, metals, weapons and armament for use in every part of the earth.

As early as the beginning of 1941, when British supplies of sterling ran low, Finance Minister Ilsley made it very clear that United Kingdom purchases in this country would not be hampered by a lack of Canadian dollars. Since this included, from the start, other countries, such as Australia and New Zealand, which were in the "sterling" block, it gave assurance to any member of the commonwealth family that the dollar sign was in no way blocking their ability to obtain the tools of war.

Canada's Billion Dollar Gift, made when Britain exhausted her efforts at making available the necessary Canadian dollars, lasted through the nine months ended December, 1942. By it Canada gave aid not only to Great Britain and other Dominions but also to Russia.

Chief objection to this plan was that while it was a simple and clear cut device for aiding Britain, it meant that any direct help to Russia, China and other countries could only be done via the British gift.

Canada's own Mutual Aid Plan was then introduced at the fiscal year starting April 1, 1943. This provided a more direct form of American Lend-Lease.

What happened, very simply, is that Parliament authorized the setting up of a Mutual Aid board headed by Hon. C. D. Howe. In its hands was placed $1 billion to be used to purchase war material and supplies for allocation to Great Britain and other United Nations on the basis of "strategic need."

At first it was thought that this could be done without too much "paper work." But since Administrator Karl C. Fraser was appointed some months ago the new organization has been wrestling with a vast and steadily increasing number of problems involving not only matters of the highest international delicacy and protocol but running all the way to the intricate detail of creating a special Canadian insignia which is to be affixed to all war production that is capable of bearing a transfer, label or badge of any sort.

Important feature of Canada's mutual aid as distinguished from America's Lend-Lease is that most of the Canadian supplies are made available with no postwar strings of any sort attached. Canada has reserved the right to regain title after the war or to ask some quid pro quo in return. But arrangements have been clear cut and final at the time that title to the goods was transferred. Thus, the recipients of Canada's mutual aid know precisely where they stand in regard to the future.

Actually, it has been found that our Mutual Aid plan considerably complicates the shipment of goods to Britain. On the other hand, it does give us a vehicle by which Canada can make her own arrangements direct with Russia, China, the Fighting French, Australia, New Zealand, India and other lands.

It is not only considered much more satisfactory even in terms of war need but has obvious important postwar implications. Under Mutual Aid, for the first time, it is possible for Canada to meet face to face the top-flight officials of Russia and China especially, to ensure direct understanding of each other's problems and in all probability speed and improve the availability of materials for these companies as compared with more indirect approaches.

In the case of Russia, Canada signed her first protocol agreeing to supply certain definite supplies toward the end of June, 1943. Subsequently, this protocol has been enlarged following the visit of high ranking Soviet officials to Ottawa.

In regard to China, no protocol will likely be necessary, but when he was at the Quebec conference, Prime Minister King handed to T. V. Soong a list of materials which Canada is undertaking to supply. One important feature of our aid to China is that Canada has devised a central pool which will bring together all supplies bound for China and ensure that they are sent complete to the last bolt, screw or round of ammunition. What has been found is that Chinese aid to be most effective must be ready for battle action the minute it arrives. It is of no practical value and highly demoralizing to have gun barrels arrive without tripods or without adequate supplies of ammunition.

Allocations under Mutual Aid are running about 50% munitions and 50% other supplies such as metals, food, clothing, etc. Once a "demand" is cleared at the political level it goes via the Mutual Aid administration to the various departments for study and report. In addition to the ministerial board, headed by Mr. Howe and flanked by the Ministers of Agriculture, Finance, Justice and National Defense, there is an operational committee of senior civil servants which clear details.

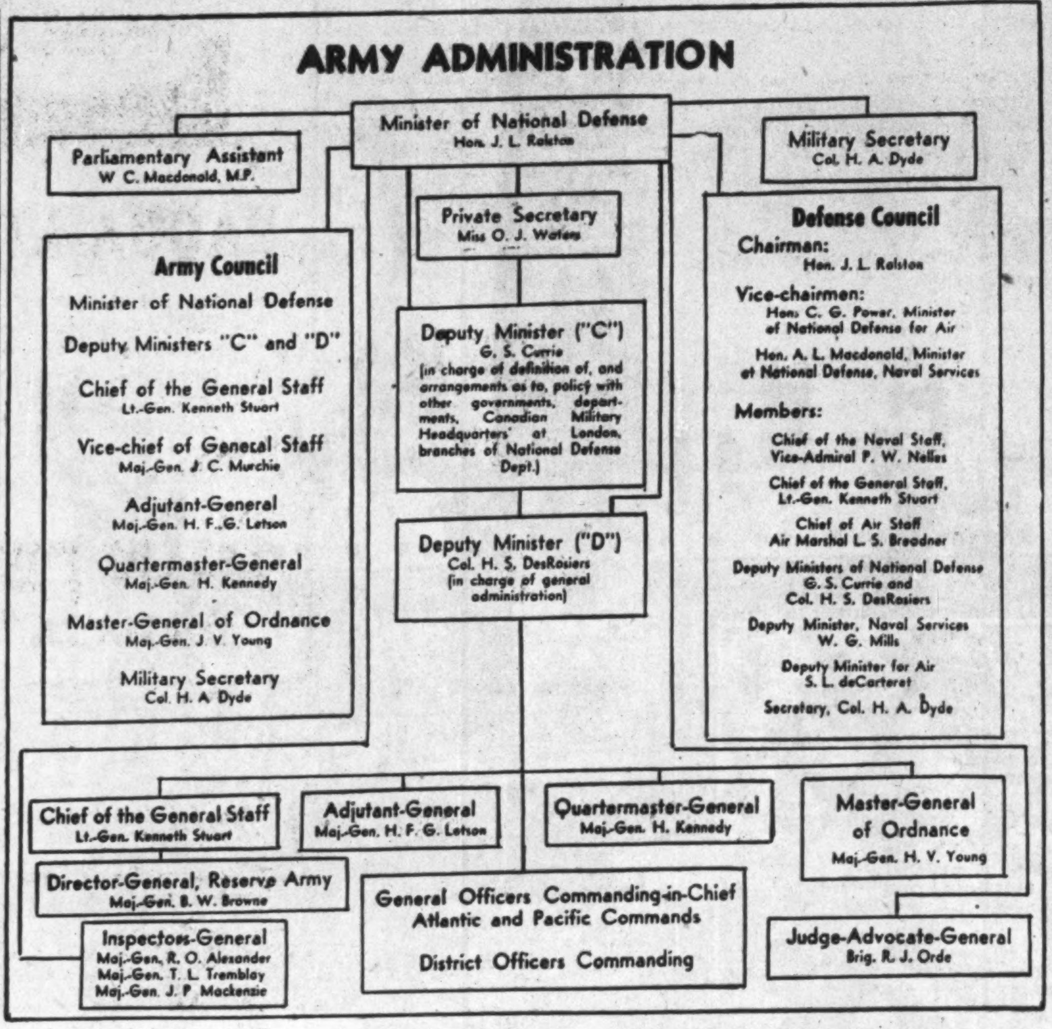
Canadian Munitions Assignment Committee of which Mutual Aid is a member, must eventually clear all munitions production. At this committee, the various services and authorities "bid" for war supplies in case of urgency or need for special priority. Thus, aluminum, or guns, or planes destined for Russia might conceivably get as far as the loading dock, only to be rerouted at the last moment because of some unforeseen urgency.

Fifth Victory Loan

Be Ready to Subscribe
Oct. 18—Nov. 6

Army Administrative Set-Up

It Functions Like a Huge Industrial Empire


ARMY ADMINISTRATION
Minister of National Defense
Hon. J. L. Ralston
Parliamentary Assistant
W. C. Macdonald, M.P.
Military Secretary
Col. H. A. Dyde
Private Secretary
Miss O. J. Waters
Army Council
Minister of National Defense
Deputy Ministers "C" and "D"
Chief of the General Staff
Lt.-Gen. Kenneth Stuart
Vice-chief of General Staff
Maj.-Gen. J. C. Murchie
Adjutant-General
Maj.-Gen. H. F. G. Letson
Quartermaster-General
Maj.-Gen. H. Kennedy
Master-General of Ordnance
Maj.-Gen. J. V. Young
Military Secretary
Col. H. A Dyde
Deputy Minister ("C")
G. S. Currie
(in charge of definition of, and arrangements as to, policy with other governments, departments, Canadian Military Headquarters' at London, branches of National Defense Dept.)
Deputy Minister ("D")
Col. H. S. DesRosiers
(in charge of general administration)
Defense Council
Chairman:
Hon. J. L. Ralston
Vice-chairmen:
Hon. C. G. Power, Minister of National Defense for Air
Hon. A. L. Macdonald, Minister of National Defense, Naval Services
Members:
Chief of the Naval Staff, Vice-Admiral P. W. Nelles
Chief of the General Staff, Lt.-Gen. Kenneth Stuart
Chief of Air Staff Air Marshal L. S. Breadner
Deputy Ministers of National Defense G. S. Currie and Col. H. S. DesRosiers
Deputy Minister, Naval Services W. G. Mills
Deputy Minister for Air S. L. deCarteret
Secretary, Col. H. A. Dyde
Chief of the General Staff
Lt.-Gen. Kenneth Stuart
Adjutant-General
Maj.-Gen. H. F. G. Letson
Quartermaster-General
Maj.-Gen. H. Kennedy
Master-General of Ordnance
Maj.-Gen. H. V. Young
Director-General, Reserve Army
Maj.-Gen. B. W. Browne
General Officers Commanding-in-Chief Atlantic and Pacific Commands
District Officers Commanding
Inspectors-General
Maj.-Gen. R. O. Alexander
Maj.-Gen. T. L. Trembley
Maj.-Gen. J. P. Mackenzie
Judge-Advocate-General
Brig. R. J. Orde

The Canadian Army's chain of command begins with the lance-corporal and vests its final authority in the Crown. Between the two, lies a smoothly functioning organization geared in wartime to cope with anything from the instruction of a raw recruit to the planning of a major offensive.

In many respects, the organization of the Canadian Army may be likened to a huge industrial cartel, its head office in Ottawa and its branches scattered throughout the world.

Inter-Service Bodies

Interlocking directorates are the target of anti-monopolists. But it is a prime necessity in matters of national defense.

The interlocking directorate of Canada's defense machine is the Defense Council. In this body, which blueprints our war effort, are leading representatives of the three services, the Navy, Army and Air Force, seated side by side with the Government's representatives, the Minister of National Defense, the Minister of National Defense for Air (who is also Associate Minister of National Defense), the Minister of National Defense for Naval Services, the Army's two Deputy Ministers, the Deputy Minister for Naval Services, and the Deputy Minister for Air. The Minister of National Defense presides and a secretary attends all meetings.

This wartime organization is concerned with the broadest facets of our defense problems and the prosecution of the war in all phases.

Council is Advisory

The Defense Council is advisory. In matters of internal administration in the three services its conclusions are carried into effect through the normal departmental channels. Its recommendations on the broader aspects of the prosecution of the war are for the guidance of the Defense Ministers in their deliberations at meetings of the Cabinet War Committee, in Privy Council, or elsewhere.

Another inter-service body is the Chiefs of Staff Committee where the Chiefs of Staff of the three Services, Navy, Army and Air Force, discuss and deliberate on matters affecting the operational activities in which two or more of them are concerned. This provides for uniformity in procedure and co-operative action.

Apart from Defense Council and Chiefs of Staff committee representation, the three Services function separately so far as administration and training in their own Services are concerned. Inter-service committees are specially created to discuss problems requiring joint action of the services.

Busy Army Council

The Army has its own "board of directors," the Army Council, which could also be compared with the control tower of an airport. The Council advises, and is kept advised, on each major development. It advises the Minister on all matters of policy affecting the Army, considers matters of administration and procedure which may affect more than one Branch. It is constantly seeking means to integrate and improve the Army service and to make recommendations thereon to the Minister.

The Army's "board of directors" (Army council) meets frequently. The Minister of National Defense presides. The members are: the Army's two Deputy-Ministers, the Chief of the General Staff, the Adjutant-General, the Quartermaster-General, the Master-General of the Ordnance. The Military Secretary is in attendance at all meetings.

Though delegating the immediate command of districts and areas of Canadian land forces in the North American area, the Department of National Defense, Army, retains superior command and only those executive duties of a routine, pre-established and localized nature are left to the discretion of the District and General Officers Commanding.

With three ministers of the Crown — National Defense, Air and Navy — heading the organization, the Defense Council is primarily an advisory body. Another inter-service body, the Chiefs of Staff Committee, provides uniformity and co-operative action.

The army itself has its own "board of directors." Members of this board, such as the Adjutant-General, the Quartermaster-General and the Master-General of Ordnance, have their own specific share of the army's work to look after. The accompanying story explains in outline the duties of these various divisions.

Administration of the Canadian Army Overseas is a different matter, although in the main the same principles apply. Canadian Military Headquarters Overseas might be described as an advanced echelon of N.D.H.Q.

"N.D.H.Q." Term Misused

It might be well at this point to clarify the commonly misused term "N.D.H.Q." National Defense Headquarters must not be confused with the Department of National Defense. In the pure sense of the term, N.D.H.Q. should only be used in reference to the former. It is frequently and oftimes officially used to represent the latter whose true abbreviation would be actually D.N.D.

As previously outlined in the organization of the Army Council, the four principal branches of the Canadian Army are those of the Chief of the General Staff, the Adjutant-General, the Quartermaster-General and the Master-General of the Ordnance. The heads of these four branches meet frequently to discuss matters of common interest.

While not listed in the membership of the Army Council, another very important branch is that of the Judge Advocate-General, the Army's legal adviser.

The J. A. G.'s branch happens to be headed by an Army Brigadier, who has remarked that he might well wear the uniform of any of the three Services for his branch is made up of personnel from all three and handles the legal business of the Navy and Air Force as well as that of the Army.

The Chief of the General Staff, senior military appointment at National Defense Headquarters, is charged with the co-ordination of the military duties performed by his own branch and those of the A. G., the Q.M.G. and the M.G.O.

He is responsible for military policy and strategy and a host of other duties which place on his shoulders a tremendous responsibility.

Briefly, the duties of the other branch heads may be summarized as follows:

The Adjutant-General might be called, in the parlance of the business world, an executive assistant.

His manifold duties range from mobilization to discipline. Scores of busy headquarters directorates function under his jurisdiction. Medical, dental and sanitary services, orders regarding dress for special occasions, supervision of prisoners of war, medals, honors and awards, registration of graves and appointments, promotions and retirements of officers, these are but a few of the responsibilities of the A. G. branch.

The Quartermaster-General sees to the Army's provisioning, housing and transportation requirements. The Royal Canadian Army Service Corps and the Royal Canadian Engineers, are, roughly speaking, the executive channels of the Q.M.G. branch. This branch has such widely diversified responsibilities as the movement of troops and material by land, sea or air and administration of veterinary services.

The Master-General of the Ordnance is in charge of the scientific development of material for military requirements and the general supervision of the Royal Canadian Ordnance Corps which supplies the Army with arms, munitions, clothing, vehicles and technical equipment.

Such is the administrative structure of the Canadian Army in brief form. To assure that all matters are carried out according to "the book," the Army has an exacting inspection system. Inspectors General look into the suitability and efficiency of personnel and material at home and abroad. The Inspectors General are responsible to the Minister.

Form Empire Council Urges Premier Curtin

Should Have Permanent Secretariat of Men Expert in Problems of Peace to Strengthen Britain as a Power Against Aggression

Wide interest has been created, particularly in the United Kingdom, by Australian Prime Minister John Curtin's proposal for a supreme consultative body to deal with Empire problems, and to join with other Allied Nations in post-war reconstruction. Said Mr. Curtin in amplification of the theory:

"I visualize a Council with a structure similar to the present Pacific War Council, on which representatives of the Dominions would consult regularly with British Government representatives. Dominion representatives could be the respective High Commissioners, and they could be replaced at appropriate intervals by a special representative, who could be a Minister.

"The Empire Council should be a permanent body, and its meetings should be held regularly. Because of everything that is inherent in Dominion status, I consider that meetings should be held on occasion in Canberra, Ottawa, Pretoria and Wellington, as well as in London. Agreement on a movable venue for the Council would do much toward obtaining the greatest benefits for the constituent members of the British Commonwealth.

"The Empire Council should have a permanent Secretariat of men as expert in the problems of peace as those who, expert in war, are advising the councils of the Empire and the United Nations today. The place Australia will occupy in the Pacific after the war can never be the same as it was up to 1939. She must have available the advantages of concerted Empire policy if she is to be a power to stand for democracy in the South Pacific. Similarly, the power of Britain as a force for peace in the future will be strengthened in the world if a firm voice against aggressors comes from the Empire, and not merely from London . . . All phases of Empire Government after the war call for the constant association of the best minds of Britain and the Dominions. Anything less is fraught with danger both in terms of defensive security and economy too serious to be ignored."

Recruiting Cost

Recently, Hon. J. L. Ralson announced the estimated cost of recruiting for the Canadian Army in 1942-43. Totalling $1,290,000, the most important single item in the recruiting bill is pay and allowances to military personnel.

Pay and allowances of military personnel, $870,000, of which $510,000 is chargeable to recruiting	$510,000
Salaries and wages of civilian personnel	50,000
Advertising — newspaper, radio, billboards, etc.	375,000
Travelling expenses	225,000
Miscellaneous—comprising rentals, office expenses, etc., plus costs of special recruiting campaigns not included under above heads	130,000

Jap Sea Power Declines While Allies' Gains

The U. S. and British navies are getting ready to blow the Japanese out of the Pacific. Allied naval strength constantly grows. Japanese naval strength remains static, or declines.

This year. For 1943 the combined British and American fleet outnumbers the Japanese by nearly four to one in tonnage. But, just now, large portions of this combined fleet are needed to battle submarines in the Atlantic, to support fighting troops in the Mediterranean and to keep German fleet units bottled up in Norwegian fjords.

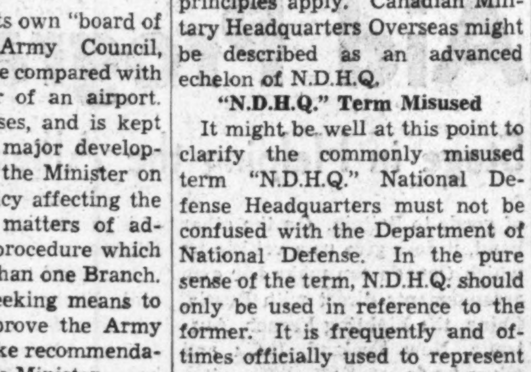
Next year. But in 1944, whether Hitler is finally beaten or not, it is expected that most of the fleet can be released from European waters. England and the United States then can bring together a navy five times as great as that of the Japanese, a minimum of five million tons for the United Nations and a maximum of one million tons for Japan. The Japanese figure assumes that all of Japan's battle losses will have been replaced.

American production. But then came the miracle of U. S. production. Exact figures are a Navy secret, but, during 1942, fighting tonnage grew from 1.4 million tons to about 2.2 millions. During 1943 the actual number of ships is to be doubled and the tonnage increased by 60% bringing the total close to 3.5 million tons by the end of the year.

British production. The British have been building combat ships too. British production has just about replaced battle losses, giving Britain approximately the naval strength it had in the early days of the war, some 1.5 million tons.

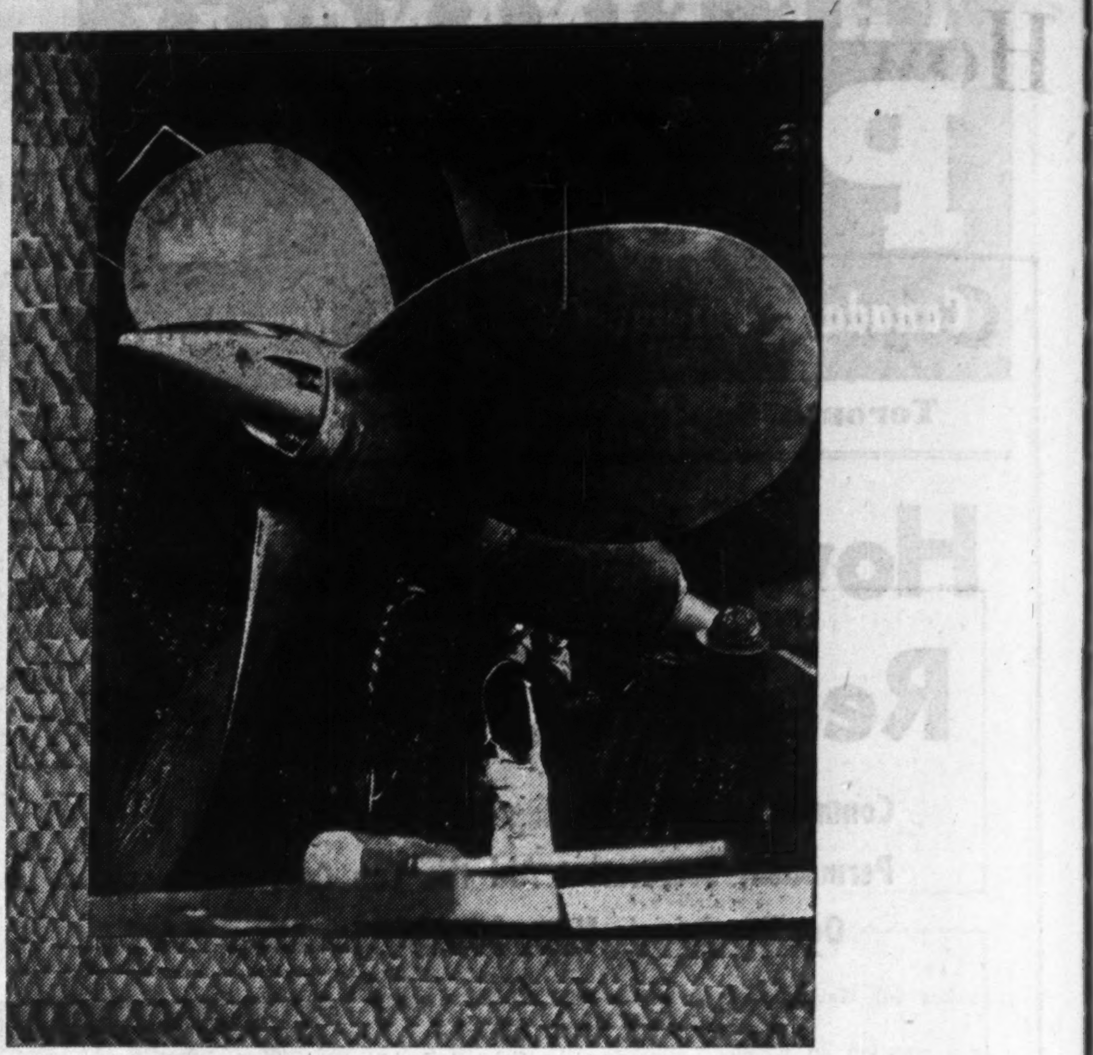
Japanese production. Japan started off with about one million tons of fighting ships. Her battle losses have been tremendous. Japan's steel production is small by comparison with that of the U. S., scarcely one tenth as large. Best information is that Japan scarcely can have replaced her battle losses.

Constant Efficiency
in REFUELING PLANES



TRUCK MOUNTING
VIKING PUMPS
Now in use in every airport in Canada — as well as all overseas Allied theatres of war.

VIKING PUMP COMPANY
OF CANADA LIMITED
WINDSOR ONTARIO



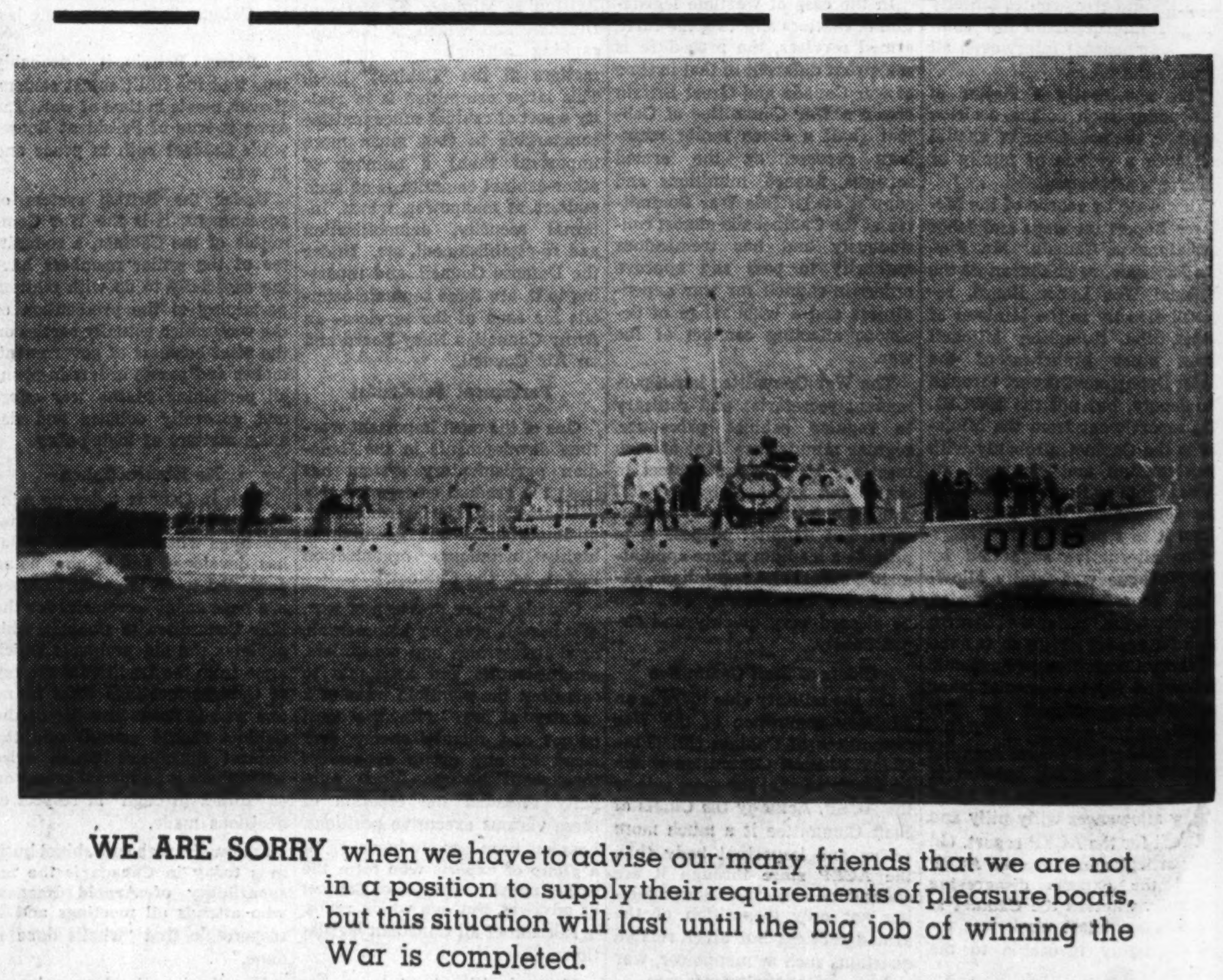
Sea-wings of Victory

Every turn of these propellers is a sturdy stroke toward victory — The Kennedy craftsmen who produce them are brothers-in-arms to every sailor aboard our fighting ships.

PROPELLERS
TAIL SHAFT LINERS
STEERING GEARS
WINDLASSES, WINCHES

KENNEDY'S OWEN SOUND
THE WILLIAM KENNEDY & SONS LIMITED
OWEN SOUND, ONTARIO

NO PLEASURE BOATS



WE ARE SORRY when we have to advise our many friends that we are not in a position to supply their requirements of pleasure boats, but this situation will last until the big job of winning the War is completed.

WE ARE PROUD of the contribution we have been able to make in the production of fine ships and other equipment for the prosecution of the War.

When we again turn our efforts to the production of GREW quality pleasure boats you will find embodied in these boats many improvements in design, materials and workmanship as a result of the experience we have gained in building Ships for Victory.

GREW BOATS LIMITED
Penetanguishene, Ontario and Jacksons Point, Ontario

How the Royal Canadian Navy Functions

Canadian Naval Board Corresponds to British Admiralty

Organization of Canada's Navy

Minister of the Naval Service and Chairman of the Canadian Naval Board
Hon' Angus L. Macdonald

Canadian Naval Board

1st Nav. Member and Chief of Nav. Staff
V.-Adm'r'l P. W. Nelles

2nd Nav. Member and V.-Chief of Nav. Staff
R.-Adm'r'l G. C. Jones

3rd Nav. Member and Chief of Nav. Personnel
Capt. E. R. Mainguy

4th Nav. Member and Chief of Nav. Equip. & Supply
Com'd're G. M. Hibbard

5th Nav. Member and Chief of Nav. Eng. & Const.
Eng. R.-Adm'r'l G. L. Stephens

Fin. and Civ. Member Deputy Minister of N. S.
W. G. Mills

Sec. Nav. Board
A/Pay-Com'd'r J. Jeffery

Canadian Naval Staff

Director Trade Div.
Capt. E. S. Brand

Chief
V.-Adm'r'l P. W. Nelles

Dir. Operations Div.
Com'd'r G. H. Griffiths

Dir. of Nav. Intell'ce
A/Com'd'r (S.B.) C. H. Little

V.-Chief
R.-Adm'r'l G. C. Jones

Director Signal Div.
A/Capt. G. A. Worth

Assist.-Chief
Capt. W. B. Creery

Act. Dir. of Plans
A Lt.-Com'd'r (S. B.)
G. F. Todd

Hydrographer
Capt. D. W. Farmer

Dep. Dir. Warfare & Tr'ng
A/Capt. A. R. Pressey

Naval Commands

Atlantic
C.-in-C. Can. N.W. Atlantic
R.-Adm'r'l L. W. Murray

London, Eng.
Senior Can. Nav. Off.
Capt. F. L. Houghton

Pacific
C.O. Pacific Coast
R.-Adm'r'l V. G. Brodeur

Newfoundland
Flag Officer N'f'l'd Force
Com'd're C. R. H. Taylor

Washington
Naval Member. Comb. Staffs
R.-Adm'r'l H. E. Reid

Reserve Div's.
Command. Officer
Capt. E. R. Brock

It is a principle of democracy that the fighting forces of a country must come under the control of the civil power. They exist by the authority of the Government and it is the Government that determines their size and general equipment and says how and when they shall be used.

Thus it is the Government that declares war and decides the general plan of operations to be followed—the grand strategy of the war. The mechanical carrying out of these plans—the tactics to be used—are worked out by the fighting forces themselves. Between the two there must be close co-operation, unity of purpose and agreement on the general scheme.

Accordingly, the Royal Canadian Navy, like other fighting forces, acts under orders of the Dominion Government, carries through the Government's general plan of operations but works out the details by which that plan is to be implemented. Organization of the Navy has been done with this general principle in mind.

In Canada, the man directly in charge of naval affairs is the Minister of the Naval Service. He is the link between the Government and the Navy: on the one hand as a member of the Cabinet responsible to Parliament for everything connected with his department, the political head of the Navy who speaks in Parliament on its behalf; on the other, the big boss of naval personnel. As a member of the Cabinet, he helps form its general policies, while as head of the Navy he administers it and is the channel of communication between the two.

He has to help him a deputy minister of the naval service.

To advise the Minister on Naval Affairs, a Canadian Naval Board has been established.

Canadian Naval Board

This board comprises a number of highly qualified naval officers, corresponds roughly to the British Board of Admiralty. The Minister of the Naval Service corresponds to the First Lord of the Admiralty in the United Kingdom, while members of the board may be likened to the British sea lords. The minister presides over deliberations of the board, relays to the naval members the decisions of the Government and carries back to the latter the considered opinion of the technical naval authorities. Thus, if a certain decision of the Government should be thought by naval experts to be unwise or impracticable, the Minister can present their views to the Cabinet for further consideration.

The naval staff, composed of departmental heads of the Navy in close touch with the actual operations, comes below the naval board.

Then come the actual operating commands, the training divisions, formations of ships, etc.

General organization follows that of the British Navy.

Establishment of the Naval Board dates back only to 1940 and marks the development of the Canadian Navy from a small force comprising only 16 ships and a total personnel of 3,604 to 550 ships today with crew estimated at 70,000.

Previous to the outbreak of war the Navy came under the Minister of National Defense and a deputy minister who divided his time between the Navy and the Air Force. In March, 1940, however, a separate department of the naval service was established with full-time deputy minister and the Naval Board was organized to advise the Minister.

On the Naval Board, in addition to the Minister of the Naval Service, there are six members and a secretary. These are as follows:

Financial and Civil Member—the deputy minister of naval services. As his name indicates, he is an additional link besides the Minister between the Government and the Navy itself. He advises on financial matters and helps to co-ordinate naval and civilian interests. He is also responsible for construction of buildings and works on shore.

First naval member—the chief of the naval staff and the

Second naval member — the vice-chief of the naval staff. These men are responsible for general naval policy and organization, including operations plans, intelligence and general control.

Third naval member. He is the chief of naval personnel and his responsibilities appear to correspond to a large extent with those of the adjutant-general in the Army. He is responsible for all matters connected with personnel, such as recruiting, training, advancement, drafting and the general well-being of the naval forces and for pay and allowances. He works, of course, in close co-operation with the financial and civil member of the board.

Fourth naval member — the chief of the naval equipment and supply department. He is responsible for the procurement, issue, care and maintenance of stores and equipment of all descriptions, including armament and armament stores, ammunition, naval and victualling stores, and all other equipment in the nature of stores. His job would appear to entail in a general way the work done by the Quarter-Master General and the Master General of the Ordnance in the Army.

The fifth naval member—is the chief of naval engineering and construction. As his title suggests, he is responsible for construction, repair and upkeep of all Canadian naval ships; for engineering work at dockyards; supervision of engineering and construction work performed by private contractors for the naval service and all other work of a naval engineering nature.

All these members of the naval board act in an advisory capacity to the Minister and are the body which decides on methods of implementing the decisions reached by the Government. The secretary keeps the records, minutes, etc., of meetings of the board.

The Naval Staff

The Naval Staff, the next link in the chain of responsibility, is where the work of the Navy gets into the actual operating stage. The naval staff is responsible for the day-to-day operations of the navy and carries out decisions reached by the board.

Just as the naval board includes in its membership the Minister of the Naval Service, who is also a member of the Government, the Naval Staff includes two members who are also members of the board. These are:

The chief and vice-chief of the naval staff.

Thus the chain of responsibility is maintained.

In addition to the chief and vice-chief, other members of the naval staff are:

The assistant chief of the naval staff;

The director of the trade division;

The deputy director of warfare and training;

Director of operations division;

Director of plans;

Hydrographer;

Director of naval intelligence;

Director of signals;

Secretary of the Staff.

The operations at sea are directed by the chief and vice-chief of the naval staff while departmental matters are dealt with by the director of the different divisions, all working in co-operation within well defined fields.

From the naval staff go out the orders to the different units of the Navy which include stations on the east and west coasts, Newfoundland and the United Kingdom. Units of the Canadian Navy at present comprise destroyers, corvettes, mine-sweepers, Fairmiles, torpedo boats, armored merchant cruisers and armored yachts.

To facilitate Canadian co-operation in combined operations, the Canadian Navy maintains at Washington a Naval Representative on the Combined Operations Board.

The Royal Canadian Navy

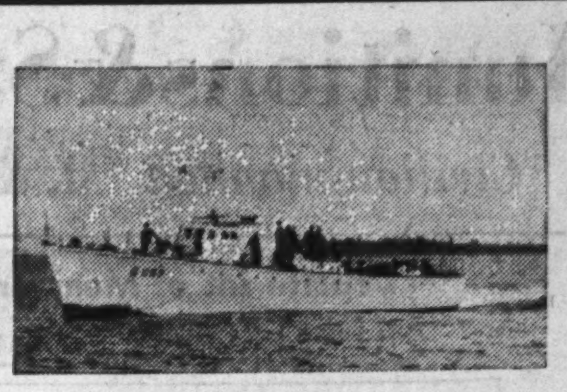
In the actual set-up of the Royal Canadian Navy there are three components:

(1) Royal Canadian Navy
(2) Royal Canadian Naval Reserve
(3) Royal Canadian Naval Volunteer Reserve.

The RCN is the permanent corps of the whole navy setup. The other branches are auxiliary to it.

The Royal Canadian Naval Reserve is composed of persons who have followed the sea as a profession and, therefore, can be

(Continued on page B8)



"AQUA-LITY CRAFT"

has gone to War to protect our Shores from Submarine menace. However, we look forward to the day when "Aqua-lity Craft" may again serve the Boating Public with Cruisers, Runabouts, and Sailing Craft of the most modern design for pleasure.

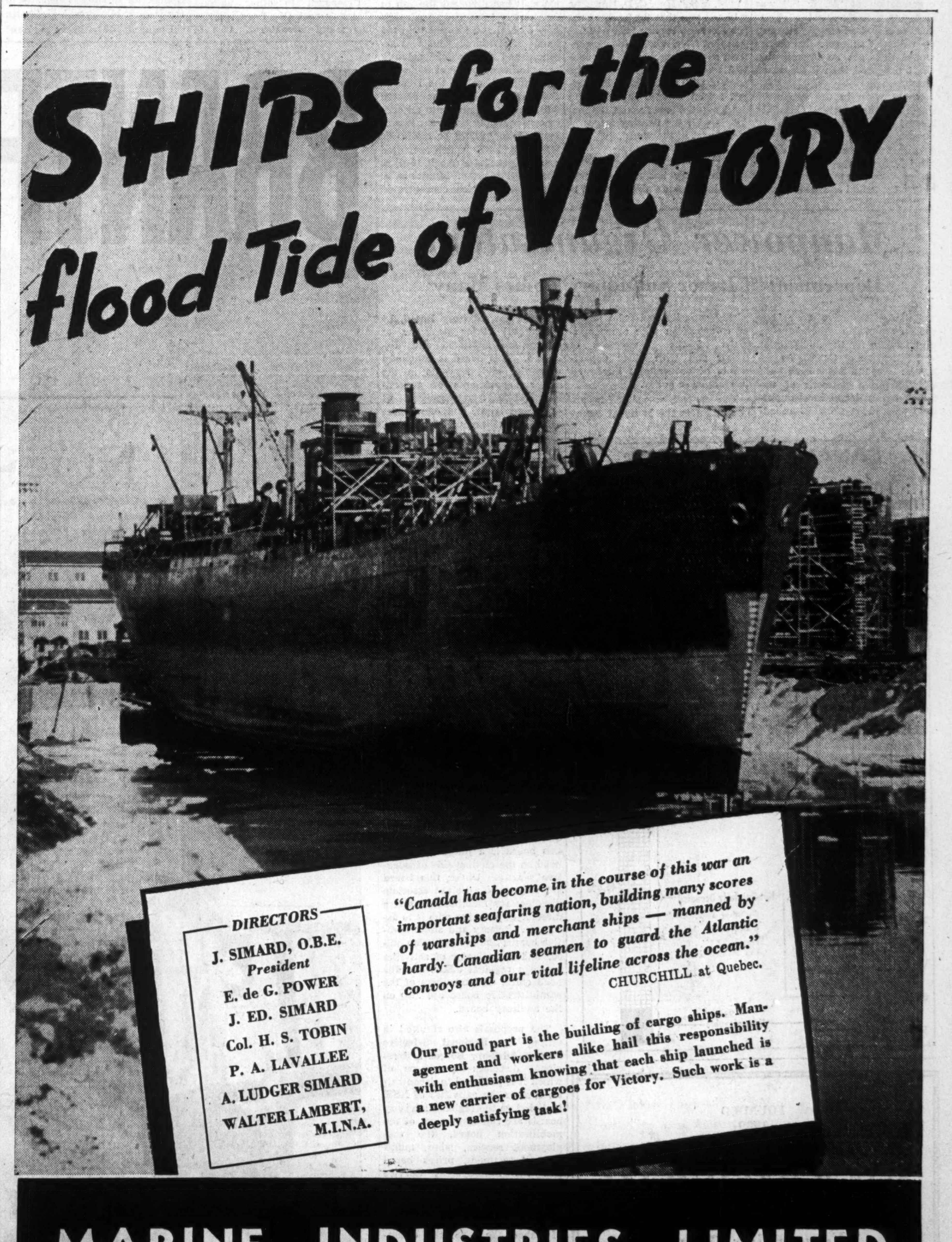
Member of the Ontario Fairmile Association

HUNTER BOATS
ORILLIA ONTARIO

Growth of Canadian Navy

	1943	1939
Ships	550	16
Personnel	*70,000	3,604

*Including 3,500 women, no women being enlisted in 1939.



DIRECTORS
J. SIMARD, O.B.E.
President
E. de G. POWER
J. ED. SIMARD
Col. H. S. TOBIN
P. A. LAVALLEE
A. LUDGER SIMARD
WALTER LAMBERT, M.I.N.A.

"Canada has become in the course of this war an important seafaring nation, building many scores of warships and merchant ships — manned by hardy Canadian seamen to guard the Atlantic convoys and our vital lifeline across the ocean."
CHURCHILL at Quebec.

Our proud part is the building of cargo ships. Management and workers alike hail this responsibility with enthusiasm knowing that each ship launched is a new carrier of cargoes for Victory. Such work is a deeply satisfying task!

MARINE INDUSTRIES LIMITED
Executive Offices: Marine Building, 1405 Peel St., Montreal, P.Q.
Sorel, P.Q. Quebec, P.Q. Vancouver, B.C.

CANADA BUILDS . . . AND PAINTS

On Wings of Victory

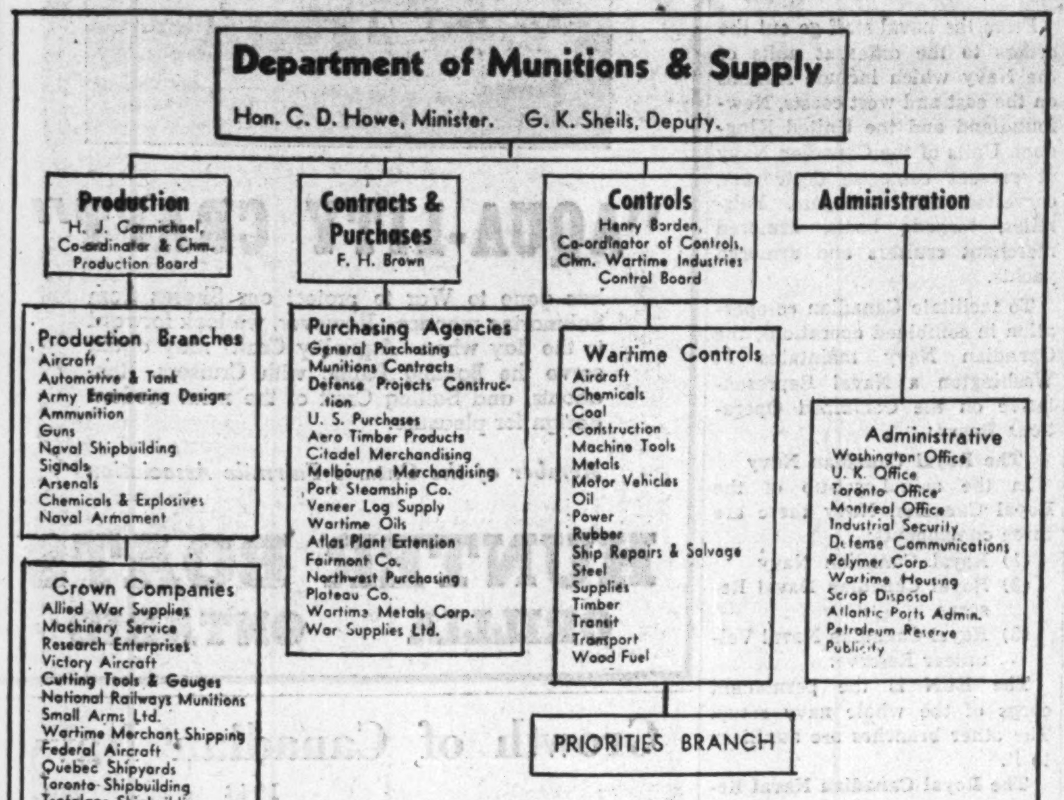
War has taught Canada to build planes — trainers, fighters, bombers. In the process many technical problems of production and supply had to be mastered. Not least among these were, or would have been, problems regarding finishes for airplane bodies and wings, "the wings of victory." But in this sector of the production front International was able to come forward with "TITANINE" already perfected through long years of scientific research, tested and proved by the Canadian and British Governments, available in adequate volume through the production facilities of a world-wide organization.

The Army-Navy "E" Burgee has been awarded to Titanine Inc. by the U. S. War Department in recognition of especially meritorious production and quality of "TITANINE" aircraft finishes.

International Paints (Canada) Limited
HALIFAX · SAINT JOHN · MONTREAL · TORONTO · WINNIPEG · VANCOUVER

Munitions & Supply Department

Civilian-manned "M. & S." Does Vast War Supply Job


Department of Munitions & Supply
Hon. C. D. Howe, Minister. G. K. Sheils, Deputy.
Production
H. J. Carmichael, Co-ordinator & Chm. Production Board
Contracts & Purchases
F. H. Brown
Controls
Henry Borden, Co-ordinator of Controls, Chm. Wartime Industries Control Board
Administration
Production Branches
Aircraft
Automotive & Tank
Army Engineering Design
Ammunition
Guns
Naval Shipbuilding
Signals
Arsenals
Chemicals & Explosives
Naval Armament
Crown Companies
Allied War Supplies
Machinery Service
Research Enterprises
Victory Aircraft
Cutting Tools & Gauges
National Railways Munitions
Small Arms Ltd.
Wartime Merchant Shipping
Federal Aircraft
Quebec Shipyards
Toronto Shipbuilding
Trafalgar Shipbuilding
Purchasing Agencies
General Purchasing
Munitions Contracts
Defense Projects Construction
U. S. Purchases
Aero Timber Products
Citadel Merchandising
Melbourne Merchandising
Park Steamship Co.
Veneer Log Supply
Wartime Oils
Atlas Plant Extension
Fairmont Co.
Northwest Purchasing
Plateau Co.
Wartime Metals Corp.
War Supplies Ltd.
Wartime Controls
Aircraft
Chemicals
Coal
Construction
Machine Tools
Metals
Motor Vehicles
Oil
Power
Rubber
Ship Repairs & Salvage
Steel
Supplies
Timber
Transit
Transport
Wood Fuel
Administrative
Washington Office
U. K. Office
Toronto Office
Montreal Office
Industrial Security
Defense Communications
Polymer Corp.
Wartime Housing
Scrap Disposal
Atlantic Ports Admin.
Petroleum Reserve
Publicity
PRIORITIES BRANCH

Not long ago the personnel and organization of "M. & S." was changing so frequently that chart-makers despaired of trying to keep up with the changes. No sooner would they get an organization chart prepared than it would be obsolete.

Those were in the expansive days: the days when Canada's biggest business operation was still on the "up and up"; still trying to digest the multi-billion dollar job which was thrown at it or at its predecessor machinery even before the actual outbreak of war.

Today, if you talk to the boss of "M. & S.," Hon. C. D. Howe, he will tell you that the back of the job has been broken. He will tell you that from now on his gargantuan supply, purchasing and control mechanism will have to be content with pretty much its present organization, manpower and equipment. From now on, the real job is with the fighting forces in every part of the world.

Civilians Handle War Supply

No country has anything just quite like Canada's Department of Munitions & Supply. In the first place, it has divorced the job of war supply from traditional military control and has put it in the hands of civilians. This was accomplished in Canada actually prior to the outbreak of war when an authority, called the Defense Purchasing Board, was created with power to enter into all contracts for supply and defense projects costing $5,000 or more. It was this DPB which emerged almost a year later (April, 1940) as the Department of Munitions & Supply, and which concentrated under a civilian authority the placing of all war contracts. As well, the Department was given the job of organizing industry for the prosecution of the war.

As it stands today, with almost $9 billions of contracts to its credit, the Department has a three-fold job:

1. It acts as a purchasing agent for Canadian Government and other United Nations War Supplies.

2. It is a big-time manufacturer itself through governmental arsenals and wholly owned Crown corporations.

3. It operates a nation-wide control mechanism to ensure supplies of vital materials—metals, steel, chemicals, power, transportation, timber, oil for meeting war needs.

Within recent months a fourth function has been added, for under chairmanship of Hon. C. D. Howe has been set up Canada's newest wartime mechanism, the Mutual Aid Board responsible for allocating and procuring the $1 billion of supply of war materials and goods which Canada has agreed to give Britain, Russia, China and other nations on the basis of "strategic need."

Unified Buying Control

Compared to other nations, Canada's centralized organization has many advantages. One of these is a central and unified control of purchasing which means in effect, that whether Bren guns are needed for our own army, for Russia, for Great Britain or elsewhere, they can be ordered, procured and delivered through one central organization. In Canada, there is no wasteful and inefficient bidding as between competitive services and government departments. Everything is funnelled through the one organization.

When you come to look at an organization chart of M. & S. the various functions of the Department are not at once apparent. That is because of the fact that although two co-ordinators have been named, one of them, Harry J. Carmichael as Co-ordinator of Production, and the other, Henry Borden, K.C. as Co-ordinator of Control, there is no separate "pocket" into which the manufacturing end of the business as carried on by government-owned Crown companies can be dropped. Actually, some of the Government-owned companies which make ships, aircraft, small arms, etc. are the direct responsibility of production boss Harry Carmichael. Others (chiefly those having to do with purchasing of materials, equipment, etc.) are directly responsible to the Department's Financial Adviser, Frank H. Brown. One or two very important branches of the Department, namely, the new $40 millions synthetic rubber program at Sarnia (Polymer Corp.) and the vast and expanding Wartime Housing Limited are directly responsible to the Deputy Minister G. K. Sheils.

Unquestionably the "firing line" of the Department is production. Under Harry Carmichael (who left his peacetime job as general manager of General Motors of Canada) come not only all the individuals, director-generals of production, but as well, a dozen Crown companies which themselves are involved in production. Moreover, Mr. Carmichael is chairman of the Production Board which ties in other top-flight officials, including a liaison officer from the Department of Labor.

There are presently ten directors-general in the following branches — aircraft, automotive and tank production, army engineering, signals and communications equipment, naval shipbuilding, gun production, ammunition, arsenal and small arms ammunition, chemicals and explosives, naval armament and equipment.

The Crown companies include Allied War Supplies Corp., Research Enterprises, Victory Aircraft, Small Arms Ltd., Wartime Merchant Shipping, etc.

Supply

In charge of the "supply" end of the business is Henry Borden, who succeeded R. C. Berkinshaw as Chairman of the Wartime Industries Control Board. As well, Mr. Borden has a new title—Co-ordinator of Controls. There are now no less than 18 controllers. The original setup covered only about a dozen commodities, such essentials as oil, power, transit, timber, steel, rubber, metals, etc. Recently coal has been handed over to Mr. Borden from the WPTB, as well as a separate control for wood fuel. Ralph P. Bell, who is Director-General of Aircraft Production, is also ranked as Controller of Aircraft, a job which gives him additional power to control the flow of materials etc. into aircraft plants. Under Mr. Borden also is the Priorities Branch headed by Director-General W. E. Uren.

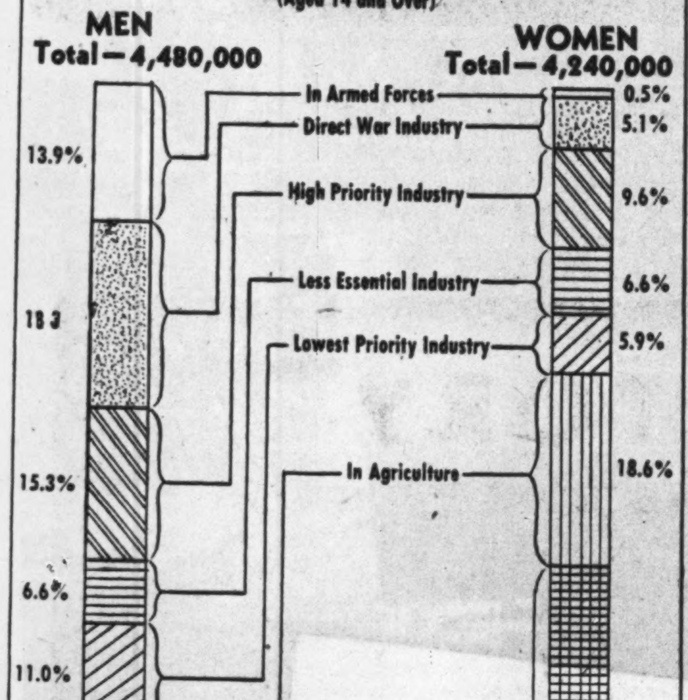
The Department's financial adviser, F. H. Brown, is the channel through which flows administration of the general purchasing branch (responsible for food, clothing and other supplies for the armed services) as well as for responsibility in handling munitions contracts, construction of defense projects and a dozen Crown companies, most of which have been set up to handle specific problems such as the purchasing of machine tools, rubber, wool and so forth.

Manpower Organization

Department of Labor Subsidiary Bodies Many

National Selective Service forms the basic administrative organization for the mobilization and allocation of Canada's manpower. Around it has been built an impressive network of national, regional and local organizations. These work in an advisory capacity and form means of co-operation with other divisions of the Department of Labor and with other departments of government interested in manpower policy.

The central co-ordinating organization is the **National Selective Service Advisory Board,** by whom all major decisions of policy are approved and discussed. This board is composed of senior civil servants in the major departments of government, five representatives of organized labor, and one representative of organized farmers. The civil servants are representatives of the Departments of Defense, Munitions and Supply, Agriculture, Labor, Finance and the Wartime Prices and Trade Board.



The function of this board includes, among other things, the establishment of labor priorities which form a yardstick upon the basis of which selective service can perform its functions. The establishment of these priorities has been aided, and the orderly withdrawal of replaceable workers from essential occupations has been facilitated, by the **Industrial Mobilization Survey** plan, which requires employers to report all employees of military age and state the length of time required to train replacements for them.

Under recent proposals for a reorganization of selective service which have been approved by the government, provision was made for the creation of an **Administrative Board** with headquarters in Ottawa. Included in this board is a judge as deputy head on the civilian side of selective service. Under this board are appointed assistant associate directors for mobilization, and a director of planning who is to assist the advisory and administrative boards and act as liaison officer and co-ordinator of activities between regional offices and the head office. All members of the administrative board are also on the advisory board.

The proposals also resulted in setting up **Regional Selective Service Advisory Boards** and regional directors by means of which it is proposed to decentralize further the activities of NSS. Included on the regional advisory boards are representatives of the mobilization board, the employment service, labor, munitions department, prices board and the Employment Service Committee. The changes also involve an increase in staff.

Connected with the Department of Labor, the NSS, the Unemployment Insurance Commission and the National War Labor Board there are **eight national** councils, committees and boards, on all of which labor is represented. Through these organizations are carried on and coordinated all those activities which have bearing on the problem of labor and manpower.

(Cont. on page B-8)

Engravers of Securities
for more than Seventy-Five Years

BRITISH AMERICAN
BANK NOTE COMPANY
LIMITED
The Old Canadian Company

HOWARD W. PILLOW
President

CHARLES G. COWAN
Vice-Pres. & Man.-Dir.

G. HAROLD BURLAND
Sec.-Treas.

HEAD OFFICE - OTTAWA
262 Wellington Street

811 Place d'Armes
MONTREAL

1110 Montreal Trust Bldg.
TORONTO

Buy War Savings Certificates and War Savings Stamps

BRANTFORD BODIES

Indispensable
IN
WAR and
PEACE

BRANTFORD COACH and BODY LIMITED · HEAD OFFICE and FACTORIES BRANTFORD ONTARIO
BRANCHES LOCATED AT: WINDSOR, TORONTO, OSHAWA, OTTAWA and MONTREAL
WESTERN DISTRIBUTORS: COCKSHUTT PLOW CO. LIMITED · WINNIPEG · REGINA · SASKATOON · CALGARY · EDMONTON

FOUNDED
1889

J. C. MALONE & CO.

Stevedores Ship Brokers
Forwarding Agents

3 BOULEVARD TURCOTTE
THREE RIVERS & SOREL, P.Q.

Cable Address
"MALONE"

Boe, Lombard & Scott
Codes

External Affairs Department

Growing Importance of Canad's Position Among Nations

The fastest growing department in Ottawa these days is External Affairs.

This may not be strictly true so far as numbers are concerned, but so far as world-wide ramifications and influence it cannot be challenged.

The chief reason for this is that the latest issue of Canada's "diplomatic list" carries the names of 14 countries which have established Ministers Plenipotentiary at Ottawa apart from the five representatives of the governments of the British Commonwealth. In addition there are two ranking Consuls-General in Ottawa.

At present, it is not possible for Canada to reciprocate by naming separate representatives in each of the countries represented at Ottawa. Maj.-Gen. George P. Vanier is, therefore, resident in London, Eng., as Canada's Envoy Extraordinary and Minister Plenipotentiary to Belgium, Czechoslovakia, Greece, Netherlands, Norway, Poland, Jugoslavia.

Even with this leeway, Canada is finding difficulty in supplying adequate representation in countries not under the Nazi heel. Apart from the British Commonwealth and the countries already named, our representation now covers the United States, Brazil, Argentina, Russia, China, Chile, Greenland and St. Pierre and Miquelon. The last two countries are represented by a consulate.

So far as internal organization within the Department of External Affairs is concerned, our representation abroad in Europe or the British Commonealth (exclusive of Newfoundland) comes directly under Hume Wrong. Representation in North America, South America, Newfoundland and the Far East comes under Dr. Hugh Keenleyside. Both officials have been long associated with the Department and are now assistant undersecretaries reporting directly to Under-secretary Norman A. Robertson.

One of the most important and significant trends which is still only in the very formative stages is the close liaison between External Affairs and matters affecting Trade and Commerce. In England, for example, Canada's senior Trade Commissioner, Frederic Hudd, has for some time been acting secretary to Rt. Hon. Vincent Massey, Canada's High Commissioner.

Growth of the Department of External Affairs at Ottawa is symbolic of Canada's new position among the nations of the world. Already 14 countries, outside of the Commonwealth, have Ministers Plenipotentiary at Canada's capital. Others are likely to take similar action as soon as there is opportunity.

For Canada's limited diplomatic corps this has meant a shortage of qualified men to reciprocate, even although the External Affairs Department has expanded its staff. Out of the developments may easily come a separate ministry of external affairs.

Then on Nov. 4, 1942, the appointment was announced of L. Dana Wilgress as Canadian Minister to Russia. Mr. Wilgress was Deputy Minister of the Department of Trade & Commerce, having moved to that post from the Commercial Intelligence Service which he served for many years. Officially, Mr. Wilgress is merely "on loan" from the Department of Trade & Commerce, but with the striking growth of Canada's diplomatic representation abroad it is an open question whether or not he will return to his first love and, indeed, whether some outright amalgamation of the trade commissionerships abroad and our diplomatic offices will not be worked out.

Because of the increasing importance of trade and other economic matters, the department has also greatly broadened its economic staff in recent months. J. J. Deutsch joined the department from the Bank of Canada. Mr. Deutsch has done important studies for the Rowell-Sirois Commission on National Income and other matters. More recently Dr. L. E. Mackay, another member of the Rowell-Sirois Commission and Professor of Economics at Dalhousie University, has joined the department.

Out of this wide extension is emerging also the eventual need for a separate Minister of External Affairs. Traditionally, since the department was first created, the Prime Minister of Canada has held the portfolio. Now, voices are being heard increasingly urging a separate minister.

Claxton Makes Announcements

One new development of importance has been the fact that Brooke Claxton, M.P., whom Prime Minister King named as his Parliamentary Assistant some months ago has made important pronouncements both in the House of Commons and in Washington and elsewhere on Canada's "foreign" policy. So far these have not been put forward as official government policy, but there is no question that what is gradually emerging is a restatement of our Foreign Policy. The important discussions which have been led off by Mr. Claxton all point in the same direction, namely that very important forward-looking decisions must shortly be made as to Canada's place within the Commonwealth and also her attitude in regard to many outstanding matters in which this country as the fourth producing member of the United Nations is taking an increasing part.

One important evidence of this is the fact that Lester B. Pearson, Minister-Counsellor at Washington was recently named Chairman of the United Nations interim commission on food and agriculture—the first major organization to be set up by the United Nations to deal with postwar matter.

They Represent Canada

1. In the British Commonwealth of Nations—

UNITED KINGDOM.
High Commissioner — Rt. Hon. Vincent Massey, P.C.
Acting Secretary—Frederic Hudd.
First Secretary—C. S. A. Ritchie.
Second Secretary—G. Ignatieff.
Administrative Secretary—Lieut.-Colonel D. C. Unwin Simson.

AUSTRALIA.
High Commissioner—Hon. Thomas C. Davis.
Military Attaché — Lieut.-Colonel L. M. Cosgrave, D.S.O.
Third Secretary—A. J. Pick.
Press Attaché—Paul Malone.

NEW ZEALAND.
High Commissioner—W. A. Riddell.

UNION OF SOUTH AFRICA.
High Commissioner—Henry Laureys.
Acting Secretary — J. C. Magillivray.

IRELAND.
High Commissioner — John D. Kearney, K.C.
Secretary—E. J. Garland.

NEWFOUNDLAND.
High Commissioner — Charles J. Burchell, K.C.
Acting Secretary—Jas. C. Britton.

2. In Foreign Countries—

UNITED STATES OF AMERICA.
Envoy Extraordinary and Minister Plenipotentiary—Hon. Leighton McCarthy, K.C.
Minister-Counsellor—L. B. Pearson, O.B.E.
Counsellor — Merchant M. Mahoney, C.B.E.
Naval Attaché — Commander E. Sherwood.
Military Attaché—Lt.-Col. C. V. Gurney, M.C. (Arr. Sept. 15th.).
Air Attaché—Wing Commander F. Homer Smith.
Financial Attaché—A. F. W. Plumptre.
Commercial Counsellor — H. A. Scott.
Commercial Attaché—W. F. Bull.
Attaché—George Magann.
First Secretary—H. Allard.
Second Secretary—M. Wershof.
Second Secretary—E. B. Rogers.
Third Secretary—Paul Tremblay.
Assistant Commercial Attaché—S. V. Allen.
Attaché—John McCarthy.

BELGIUM, CZECHOSLOVAKIA, GREECE, NETHERLANDS, NORWAY, POLAND, YUGOSLAVIA.
Envoy Extraordinary and Minister Plenipotentiary — Major-General George P. Vanier, D.S.O., M.C.
Counsellor—Pierre Dupuy.
Third Secretary—C. C. Eherts.

BRAZIL.
Envoy Extraordinary and Minister Plenipotentiary—Jean Désy.
First Secretary—Léon Mayrand.
Commercial Attaché — Lester S. Glass.
Third Secretary—R. A. D. Ford.
Assistant Commercial Attaché—Maurice Bélanger.

ARGENTINA.
Envoy Extraordinary and Minister Plenipotentiary—Hon. W. F. A. Turgeon.
First Secretary—K. P. Kirkwood.
Commercial Attaché — J. A. Strong.
Third Secretary—C. G. G. Sicotte.
Assistant Commercial Attaché—J. C. C. Depocas.
Assistant Commercial Attaché—W. B. McCullough.

UNION OF SOVIET SOCIALIST REPUBLICS.
Envoy Extraordinary and Minister Plenipotentiary—L. D. Wilgress.
First Secretary — R. M. Macdonnell.
Military Attaché — Brigadier H. Lefebvre.
Assistant Military Attaché—Major G. J. Okulitch.
Third Secretaries—A. C. Smith, J. A. McCordick.

CHINA.
Envoy Extraordinary and Minister Plenipotentiary—Major-General Victor W. Odlum, C.B., C.M.G., D.S.O.
Counsellor—G. S. Patterson.
Military Attaché—Brigadier O. M. M. Kay, E.D.
Assistant Military Attaché—Major H. F. Wooster.
Third Secretary—R. E. Collins.

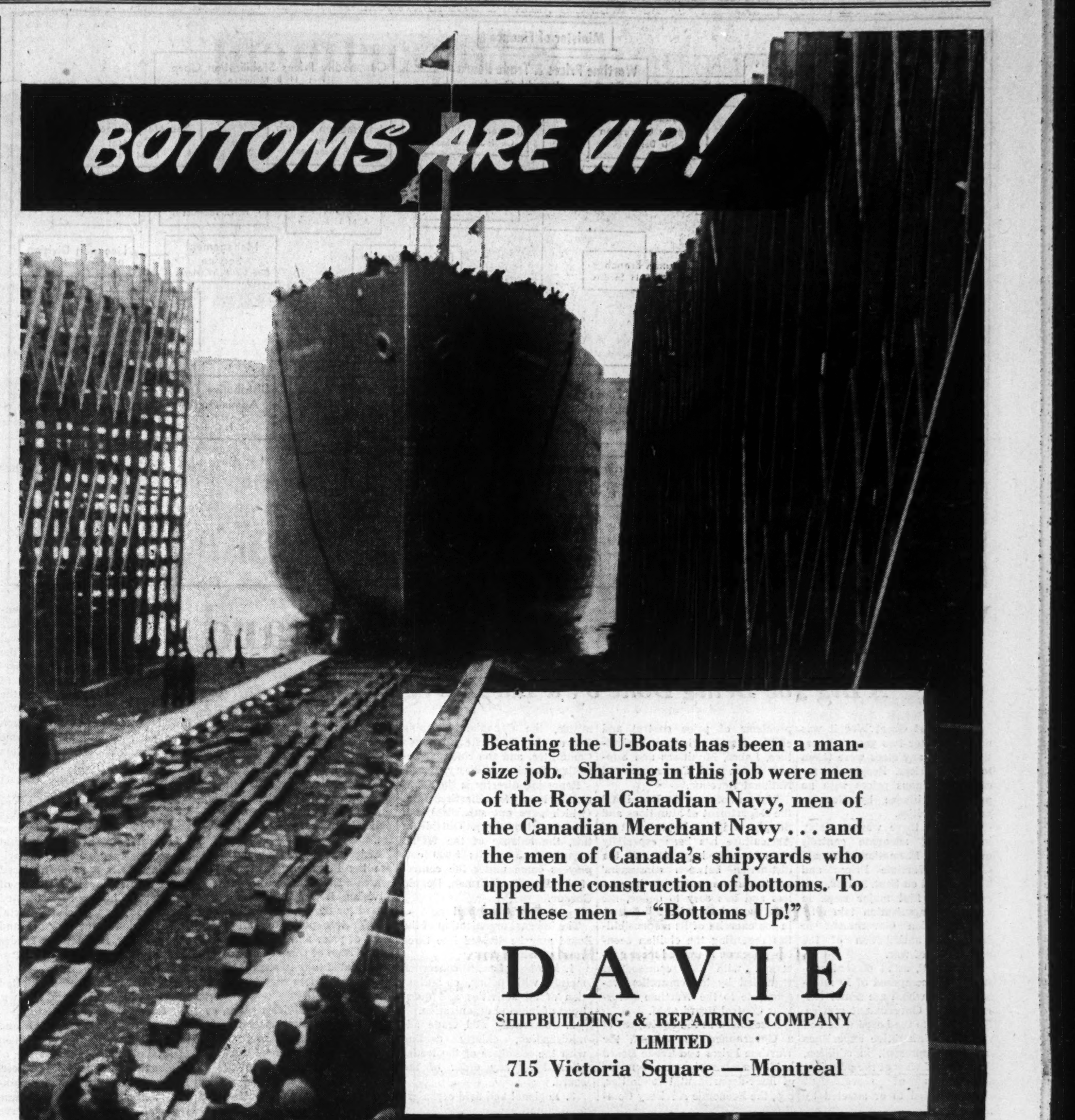
CHILE.
Envoy Extraordinary and Minister Plenipotentiary — Warwick F. Chipman, K.C.
Commercial Attaché — M. J. Vechsler.
Third Secretary—Jules Léger.

GREENLAND.
Vice-Consul and Acting Consul—A. E. Porsild.
Vice-Consul—M. J. Dunbar.

ST. PIERRE AND MIQUELON.
Vice-Consul and Acting Consul—Lieutenant D. E. ffolkes Jemmett, R.C.N.V.R.

INVESTMENT ALLOTTED

From every $100 invested in the construction of new plants and equipment, $15 was allotted to the ammunition industry, $18 to the chemicals and explosives industry, $17.50 to the gun industry, $1 to the machine tools and gauges industry, $4 to the automotive industry, $20 to industries producing raw materials, $1.50 to the signals and instruments industry, $10 to the aircraft industry, $4.50 to the shipbuilding and repairs industry, and $8.50 to the housing industry. All these facilities are the properties of the people of Canada.



Beating the U-Boats has been a man-size job. Sharing in this job were men of the Royal Canadian Navy, men of the Canadian Merchant Navy . . . and the men of Canada's shipyards who upped the construction of bottoms. To all these men — "Bottoms Up!"

DAVIE
SHIPBUILDING & REPAIRING COMPANY
LIMITED
715 Victoria Square — Montreal

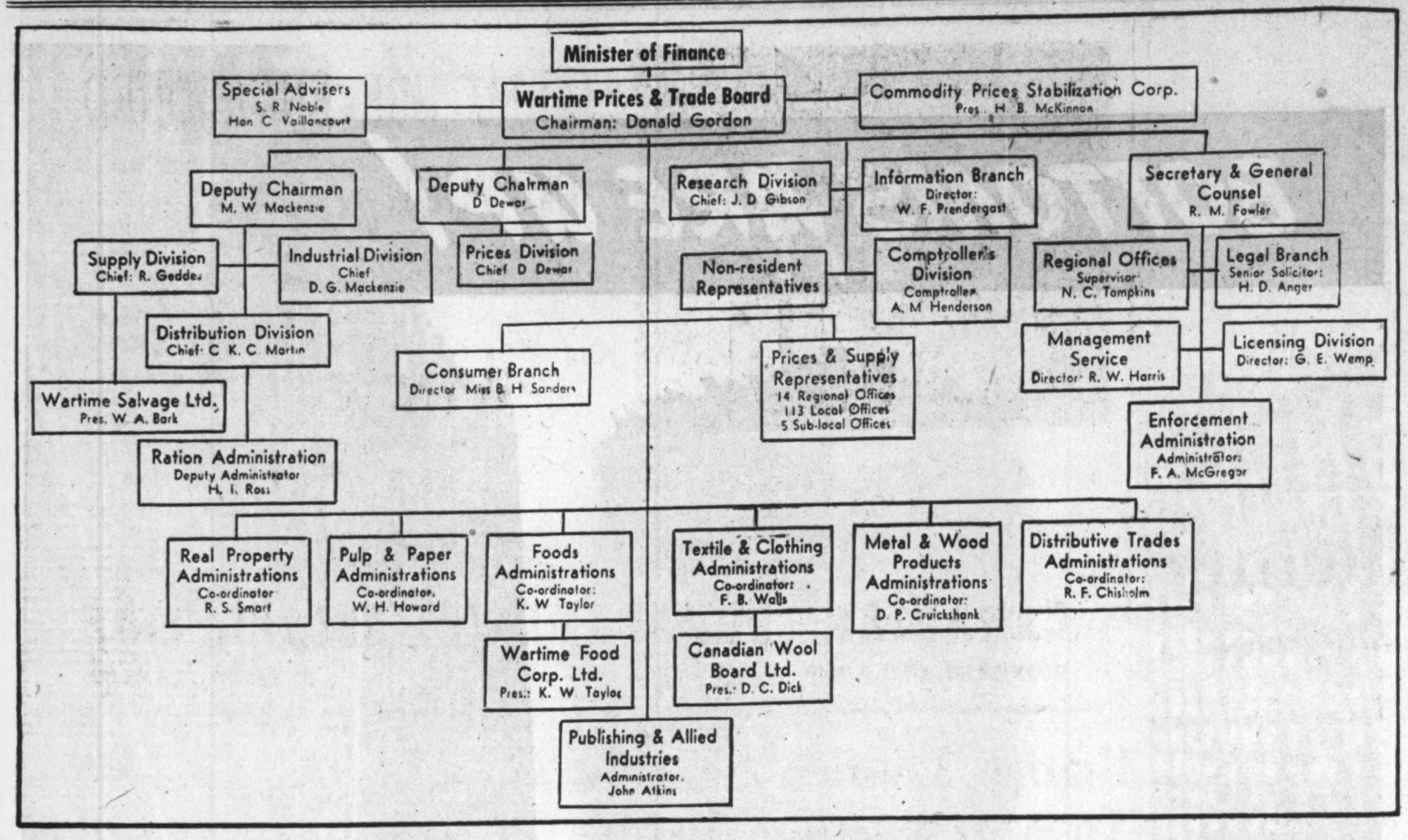
And Still Another Ship — TO SPEED VICTORY

The army of workers in Ontario Shipyards is fully conscious of the necessity of building ships quickly to Speed Victory.

Next month, the Fifth Victory Loan will be launched and Canadians will be asked to lend their dollars to supply more ships and to back the fighting men who man them.

Organize now to assure a successful Vth Victory Loan which will Speed Victory.

ONTARIO SHIPYARDS
KINGSTON SHIPBUILDING COMPANY, LTD.
PORT ARTHUR SHIPBUILDING COMPANY, LTD.
COLLINGWOOD SHIPYARDS LIMITED
MIDLAND SHIPYARDS LIMITED


Minister of Finance
Wartime Prices & Trade Board
Chairman: Donald Gordon
Special Advisers
S. R. Noble
Hon. C. Vaillancourt
Commodity Prices Stabilization Corp.
Pres., H. B. McKinnon
Deputy Chairman
M. W. Mackenzie
Deputy Chairman
D. Dewar
Research Division
Chief: J. D. Gibson
Information Branch
Director:
W. F. Prendergast
Secretary & General Counsel
R. M. Fowler
Supply Division
Chief: R. Geddes
Industrial Division
Chief
D. G. Mackenzie
Prices Division
Chief D. Dewar
Non-resident Representatives
Comptroller's Division
Comptroller
A. M. Henderson
Regional Offices
Supervisor:
N. C. Tompkins
Legal Branch
Senior Solicitor:
H. D. Anger
Distribution Division
Chief: C. K. C. Martin
Consumer Branch
Director Miss B. H. Sanders
Prices & Supply Representatives
14 Regional Offices
113 Local Offices
5 Sub-local Offices
Management Service
Director: R. W. Harris
Licensing Division
Director: G. E. Wemp
Wartime Salvage Ltd.
Pres. W. A. Bark
Enforcement Administration
Administrator:
F. A. McGregor
Ration Administration
Deputy Administrator
H. I. Ross
Real Property Administrations
Co-ordinator
R. S. Smart
Pulp & Paper Administrations
Co-ordinator.
W. H. Howard
Foods Administrations
Co-ordinator:
K. W. Taylor
Textile & Clothing Administrations
Co-ordinator:
F. B. Walls
Metal & Wood Products Administrations
Co-ordinator:
D. P. Cruickshank
Distributive Trades Administrations
Co-ordinator:
R. F. Chisholm
Wartime Food Corp. Ltd.
Pres.: K. W. Taylor
Canadian Wool Board Ltd.
Pres.: D. C. Dick
Publishing & Allied Industries
Administrator.
John Atkins

Wartime Prices & Trade Board

A Big Job Being Done by a Large Organization

In the first Great War it was not until after two years of hostilities that any steps were taken to control prices. People still recall the ruinous prices with no price surveillance by Government authorities.

This war there was no delay in assuring adequate controls over prices. Formation of Donald Gordon's Wartime Prices and Trade Board on Sept. 3, 1939, was among the first major steps in economic organization taken by the Dominion Government in immediate anticipation of the declaration of war.

The Board, as at present constituted, is composed of 10 members, all of whom are senior officers in the Government service. They bring to the board wide and varied administrative experience and they represent, in addition, the points of view of the principal departments of Government closely related to or affected by problems of price control and civilian supply: Finance, Agriculture, Labor, Munitions and Supply, Trade and Commerce and National Revenue.

Liaison between the Board and the Department of Munitions and Supply and the Department of Agriculture has been especially close from the beginning. As the distinction between consumers' goods and war materials became less and less easy to define, the Wartime Prices and Trade Board, in the exercise of its responsibilities regarding the civilian economy, became more and more concerned with the commodities regulated by the controllers responsible to the Wartime Industries Control Board of M. & S.

Recognized as the equivalent of a Government department, the Wartime Prices and Trade Board holds membership on a number of inter-departmental committes, e.g., the Economic Advisory Committee, the Canadian Shipping Board, the Food Requirements Committee, and the National Selective Service Advisory Board.

Reporting directly is the Commodity Prices Stabilization Corp. (which pays out subsidies) and two special advisers. Outside of this, the balance of the WPTB organization and its 5,000 employees come under the control of the Board's chairman, Donald Gordon.

How Organized

The internal organization of the Board may be divided into three broad classifications:

1. Head office, concerned mainly with policy, co-ordination of all activities and questions of internal organization.
2. Commodity and trade administration, chiefly dealing with the members of the trades affected by any order of the board.
3. Regional and field organizations, providing the link between the general public and the board.

WPTB head office organization is on what is known as functional lines, the 11 divisions falling under the general headings of policy, administration and service.

Chief policy-forming divisions are the Prices, Supply and Research Divisions. The Prices Division is responsible to the Board for the development of administrative policy on all questions of price and for the general supervision of acts of administrators related to the prices at which goods or services may be offered for sale.

The Supply Division plans, coordinates and supervises the development, maintenance, allocation and distribution of domestic and imported goods necessary to the civilian economy.

The furtherance of plans for the simplification and standardization of products and marketing practices is also the responsibility of this division.

The chief function of the Research Division is to keep the board informed of economic developments in Canada and other countries and to interpret these trends in the formation of board policy.

Administrative Divisions

The administrative divisions of head office are the Enforcement Administration, the Licensing Division, and the Comptroller's Division.

The task of enforcing all regulations to the board is the duty of the Enforcement Administration, to which all complaints are reported and which is responsible for all prosecutions for alleged infractions of any order of the board.

The Comptroller's Division supervises the financial and accounting records of the Board and its associated companies, exercising close control over operating expenses and commitments as well as being responsible for all personnel and routine organization matters.

The service sections include the Consumer Branch, the Legal Branch and the Information Branch. The organization of 166 Women's Regional Advisory Committees under the Consumer Branch with the appointment of some 10,000 liaison officers provides a means of advising the board on consumer opinion and of disseminating information to consumers on board policy and regulations.

The Information Branch performs a similar function in relation to the general public and the members of trades affected by the orders of the board.

The Accounting Section of the Prices Division and the Statistics Branch of the Research Division are also service organizations in their function of obtaining from industry or individual firms, financial and statistical data for consideration by the board and its administrators.

Commodity and Trade Administrations

Direct contact between the board and the industries, trades and services under its jurisdiction is made by a system of administrators, chosen for their executive ability, general knowledge of, and experience in, the fields over which they exercise jurisdiction.

These officials are all responsible to the board and all orders they issue require the approval and counter-signature of the chairman. There is close co-operation between administrators of WPTB and the controllers of the Wartime Industries Control Board who have jurisdiction over part, or all, of the same industries. The administrators report regularly to the Board, and also maintain close contact and co-operation with the board's regional representatives.

Co-ordinators' Setup

Several administrations within a large industry or closely associated industries have been placed under a co-ordinator, this type of organization having been adopted in the Textile and Clothing, Metal and Wood Products, Pulp and Paper, Foods, Distributive Trades and Real Property Administrations. At present there are 70 administrators with offices located in Montreal, Toronto and Ottawa.

Regional and Field Setup

Contact between WPTB and the people of Canada has been facilitated by the creation of Regional Offices and Local Offices. While primarily under the authority and control of WPTB, these regional and local offices serve both WPTB and the Wartime Industries Control Board. The regional offices are located in most of the provincial capitals, and in certain other cities in eastern Canada, a total of 14 in all. There are 111 local and suboffices.

To assist in carrying out the work of the board, four crown companies have been formed: Commodity Prices Stabilization Corp., Wartime Food Corp. Ltd., Canadian Wool Board Ltd., and Wartime Salvage Ltd. Wholly owned by the Crown, these companies are directly responsible to the Minister of Finance and the WPTB organization.

CeCiL
gets around
STOP
START
GREAT BRITAIN
FRANCE
AFRICA
RUSSIA
IRAQ
IRAN

In practically every Allied country from the Arctic to the Equator and in every industry at home C C L Electrical Control Equipment is holding motor maintenance costs DOWN — keeping production UP.

C C L Heavy Duty Control Equipment is unaffected by surrounding temperature . . . gives you complete assurance of absolute dependability whether the temperature is 120° above or 20° below. No matter how unusual or complicated your control requirements may be C C L engineers will design and build control equipment to meet your specific needs.

Manufactured and Sold by

RAILWAY & POWER ENGINEERING CORPORATION
TORONTO
MONTREAL, HAMILTON, NORTH BAY, WINNIPEG, VANCOUVER

Canadian Controllers Limited
TORONTO, CANADA

TRUSCON Steel Hangar Doors
...for every aircraft hangar need

TRUSCON hangar door designing and fabrication service . . . unsurpassed in the structural steel field . . . includes straight-slide, round-the-corner, vertical lift canopy, unbraced canopy, braced canopy, bifold canopy, and vertical lift types.

The operation of Truscon Steel Hangar Doors is simple as A-B-C. They are engineered for quick action, to meet any hangar or airplane factory need. Can be started or stopped at any point in the cycle of opening or closure . . . manually, or by completely concealed electrically-operated mechanism. Door area requirements of any width or height can be met.

Truscon's experienced engineers can help work out any hangar door problems you may have. And, they are at your service.

TRUSCON STEEL CO.
OF CANADA LIMITED
Walkerville Ontario

Branches
TORONTO MONTREAL
HALIFAX WINNIPEG
REGINA CALGARY

READY FOR THE BIG JOB—
WHEN THE BIG JOB CAME ALONG

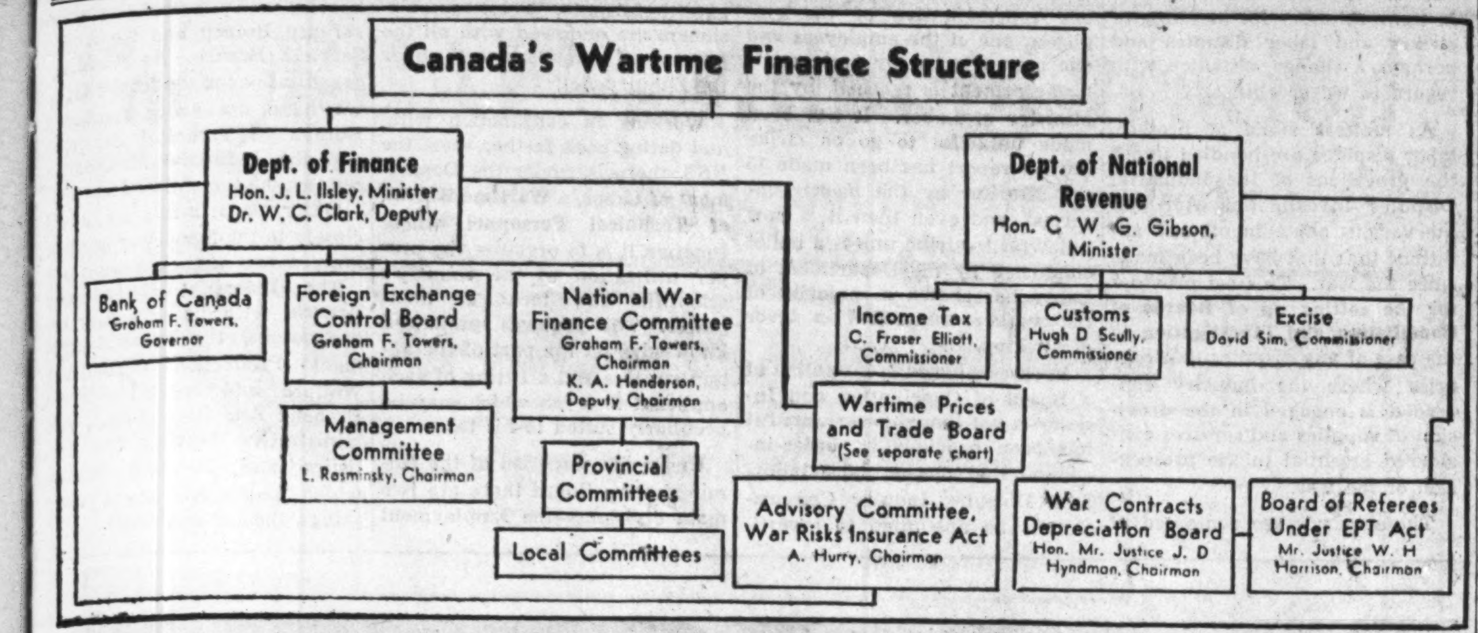
Engineering, fabricating and erecting massive structures of steel has been the work of Hamilton Bridge for more than half a century. These years of experience prepared us well for the bigger job now undertaken.

Part of this wartime task is that of joining Canadian industry in producing hulls for the formidable vehicles shown here.

In addition Hamilton Bridge design, fabricate and erect structural steel for railroad and highway bridges; office, factory and mill buildings and head frames besides doing machine shop work and plate work of all kinds.

Manufacturers with any of this type of essential work would do well to investigate the capabilities of Hamilton Bridge.

Ask HAMILTON
BRIDGE COMPANY LIMITED
HAMILTON, ONT. VANCOUVER B.C.
ENGINEERING
FABRICATION
ERECTION


Canada's Wartime Finance Structure
Dept. of Finance
Hon. J. L. Ilsley, Minister
Dr. W. C. Clark, Deputy
Dept. of National Revenue
Hon. C W G. Gibson, Minister
Bank of Canada
Graham F. Towers, Governor
Foreign Exchange Control Board
Graham F. Towers, Chairman
National War Finance Committee
Graham F. Towers, Chairman
K. A. Henderson, Deputy Chairman
Income Tax
C. Fraser Elliott, Commissioner
Customs
Hugh D Scully, Commissioner
Excise
David Sim, Commissioner
Management Committee
L. Rasminsky, Chairman
Provincial Committees
Local Committees
Wartime Prices and Trade Board
(See separate chart)
Advisory Committee, War Risks Insurance Act
A. Hurry, Chairman
War Contracts Depreciation Board
Hon. Mr. Justice J. D Hyndman, Chairman
Board of Referees Under EPT Act
Mr. Justice W. H Harrison, Chairman

Canada’s War Finance Machine

Two Government Ministers Head the Boards and Groups

To pay as much of the costs of war from taxation, to impose that taxation in accordance with ability to pay, to avoid inflation, to time financial action in such a way as to encourage rapid expansion of production to the maximum. These have been the main lines of Canada's financial policy in her war undertaking, total expenditure for which, it is estimated, will have reached the staggering sum of $10.9 billions by the end of the current fiscal year.

Formulation of this policy, the task of procuring and controlling this money, has been the duty of the Department of Finance. It has been headed through most of the four years of war by Hon. J. L. Ilsley whose special abilities, honesty of conviction and sincerity of purpose have easily earned him undisputed place among outstanding leaders in the present war. Supporting him with advice based on technical knowledge are a staff of civil service experts in the Department of Finance itself and officials of the Bank of Canada whose resources and facilities as government fiscal agents are thus put to important war service.

HON. J. L. ILSLEY

Chief among the Finance Minister's advisers are Dr. W. C. Clark, Deputy Minister of Finance, and Graham F. Towers, Governor of the Bank of Canada. The former, in addition to his departmental responsibilities, is chairman of the General Advisory Committee on Economic Policy. Mr. Towers is also a member of the Committee, a fact significant of the broadened influence of the Bank of Canada in helping to shape the nation's economy.

Nation's Tax Collectors

The job of executing wartime fiscal policy devolves mainly upon the Department of National Revenue, the Foreign Exchange Control Board and the National War Finance Committee. It is with the first of these that responsibility for operating Canada's greatly enlarged tax collection machinery lies. Headed by Hon. Colin Gibson, this important branch of government is made up of three divisions—Income Tax under C. Fraser Elliott, Excise under David Sim and Customs under Hugh D. Scully.

W. C. CLARK

Headed by Hon. J. L. Ilsley, Minister of Finance, and Hon. Colin Gibson, Minister of National Revenue, our machinery for financing the war has to date functioned with commendable efficiency. The former has the task of formulating policy; the latter collects and disburses the money. Assisting them are various boards such as the Foreign Exchange Control Board, the War Contracts Depreciation Board, the Board of Referees under Excess Profits Tax Act, as well as advisory committees.

Responsible also to the Minister of National Revenue are the War Contracts Depreciation Board and the Board of Referees Under the Excess Profits Tax Act.

The first was set up in the latter part of 1940 on the ground that war contractors might not incur capital expenditures unless reasonably assured of an allowance, in respect of depreciable assets acquired or constructed for war purposes, when determining income tax liability. Duties of the Board are to determine: if a contract is a war contract as defined by regulations; that capital expenditures incurred are in connection with fulfillment of a war contract's terms; amount of capital expenditure made and what part of this has no reasonable postwar value and, finally, the amount of such capital expenditures upon which special depreciation may be allowed. Chairman of the War Contracts Depreciation Board is Hon. Mr. Justice J. D. Hyndman.

Rule On Profits

The Board of Referees Under the Excess Profits' Tax Act deals with situations where no record of standard profits is available or where profits are so low that it would be unjust to tax the resulting excess without providing some relief. In actual practice, this means that the board deals with (a) new businesses and (b) depressed businesses. New businesses are classified as those which began operations after Dec. 31, 1937. All such businesses must go before the board to have their standard profits determined. The board is responsible to the Minister of National Revenue and has as chairman Mr. Justice W. H. Harrison, Supreme Court of New Brunswick.

One of the first control organizations to be set up, the Foreign Exchange Control Board since early in the war has been responsible for ensuring Canada her necessary supply of foreign exchange, particularly United States dollars. In addition, the Board has also worked to stabilize the Canadian dollar and to prevent disorderly marketing of securities or an outflow of capital from Canada, conditions which, if not controlled, can seriously handicap a nation at war. Donald Gordon, Wartime Prices and Trade Board head, launched FECB into action as its first chairman. He was later replaced by Graham Towers of the Bank of Canada, the Board's present head.

Supervising Canada's periodic Victory Loan campaigns and continuing campaigns for the sale of war savings certificates and stamps is the National War Finance Committee. In its present form, this medium for recruiting the citizens' dollars to help prosecute the war and to ensure a savings "backlog" for him in the postwar period came into existence in January of last year.

It replaced two organizations: the War Savings Committee, in operation since May, 1940, and the Victory Loan Committee, a temporary organization established to conduct the First Victory Loan Campaign in 1941. Until lately under the chairmanship of George W. Spinney, the Committee is now headed by Graham Towers, with K. A. Henderson as deputy chairman.

Since its establishment as the sole and permanent wartime organization charged with the promotion of sales of government securities to the public the Committee has three objectives:

1. To expand the program of increasing public understanding of the critical need for greatly increased savings.
2. To multiply the sale of war savings certificates and stamps.
3. To organize and carry out Victory Loan campaigns.
4. To promote retention by purchasers of the bonds and certificates they buy.

Most Workers Voluntary

Aiding the Committee are a permanent staff of about 375 who cooperate with voluntary workers in each province, salesmen on commission and investment dealers and brokers. At the time of the Fourth Victory Loan, in April and May of this year, temporary paid staff including salesmen on commission numbered about 17,000 and personnel from investment dealers and brokers about 1,850. Voluntary workers on this Loan were estimated to number at least 125,000.

Three other bodies may properly be considered part of Canada's war finance setup. These are the 15-man Advisory Committee, headed by A. Hurry, Montreal, to advise the Minister of Finance on administration of the War Risk Insurance Act; the Dependents' Allowance Board; and the Dependents' Board of Trustees. The two latter are responsible to the Minister of National Defense.

The Dependents' Allowance Board was constituted in Sept., 1939, to administer regulations of the armed forces relating to dependents' allowances. It is headed by R. O. G. Bennett as chairman.

The Dependents' Board of Trustees, established early in 1942, administers the Dependents' Supplementary Grants Fund for assistance to dependents of members of the forces in special or emergency cases where regular allowances are inadequate. John Pembroke is chairman.

Output British Workers Tops Other Lands

At British Ministry of Supply factories, productivity per worker increased by one third between Jan., 1941, and June, 1942. In July, 1942, it was stated that British factories were turning out more munitions, in proportion to the population, than were being produced in any other country in the world.*

Twice as Great

In November British shipyard workers were said to have an output twice as great per head as that of any other country. In comparing British and American shipping output, however, special factors have to be taken into account, such as the wide use in U. S. A. of unskilled workers; and a recalculation allowing for these factors, would show a smaller margin.

*Rate of U. S. munitions production overtook the British rate in the spring of 1942 and is now forging ahead.

BENNETT & WHITE
CONSTRUCTION COMPANY
LIMITED

■

GENERAL
CONTRACTORS

■

Offices
Calgary Alberta
Edmonton Alberta

510 WEST HASTINGS STREET
VANCOUVER, B. C.

A FUTURE ENVISIONED IN WOOD . . .

Our men of vision are today looking beyond the horizon, planning the foundation of a future — a future of security and happiness for a democratic society, the survival of which warrants any sacrifice.

Homes must be a prime consideration in planning the future welfare of our Dominion . . . homes designed for health and beauty and suitable to the national economy. Wood, which has served in home construction for centuries, will make possible the homes of tomorrow. Research and new developments have made wood not a thing of the past but a foundation for the future.

CANADIAN LUMBERMEN'S ASSOCIATION
VICTORIA BUILDING OTTAWA, CANADA

British Launch Scheme To Aid Wartime Misfits

Faced with the problem of what to do with the man or woman discharged from the services on moral grounds as unfit or unwanted, and with the growing number of social and industrial misfits whose behavior frequently disturbs working conditions in factories small and large, the British Social Hygiene Council came forward recently with concrete plans on how to help them.

Two Experiments

With prostitution and venereal disease showing an alarming increase the British Social Hygiene Council last week proceeded with two far-reaching experiments in sociological research:

1. The executive was authorized to form Personal Problems Advisory Clinics in large industrial concerns, in co-operation with the managements. Organized on the lines of child guidance clinics, with trained staffs of social workers and medical psychiatrists, they will handle all types of family and individual problems.

Concerned with the emotional disturbances which cause some absenteeism amongst men and women working under unusual conditions, the plan has been tried in several American organizations with success, enabling frustrated and irritable employees to understand their own problems, helping them to cope with their troubles in a common-sense way.

2. More difficult is a scheme to establish a residential training centre where the emotionally maladjusted may be cared for under medical and psychiatric guidance, and where biologically defective and subnormal persons, including social as well as industrial misfits, can be treated.

Examine 450

Out of 450 cases examined in a Council recent survey of three factories, between 15.8% and 36% were found to be suffering from emotional stresses and strains impairing their output, while at least seven per cent urgently needed medical or psychiatric treatment.

Many, in fact, needed an entire change in the type of work they were doing if they were to contribute to the war effort.

In the Council's opinion the causes of the wartime increase in prostitution are not poverty or even sex adventure, but emotional starvation in domestic life.

Unless these people are helped to readjust themselves, this small group of workers can seriously disturb the smooth working of Britain's war effort, cause grave and insoluble problems when war is done.

$6.5 BILLIONS

More than $6,500 millions, equivalent to approximately $600 for every man, woman and child in Canada, has been spent on war construction and production since Sept. 10, 1939, the Munitions and Supply Department announces.

HOUSING WAR WORKERS

To help house workers engaged in essential industries, more than $65 millions has been invested in pre-fabricated homes for their use, a sum representing an estimated $5 out of every $600.

A VITAL FORCE
IN A VITAL INDUSTRY!

SINCE its incorporation in 1930, Fleet Aircraft, Limited, has played a progressively important part in the development of Canadian aviation. Starting with a small factory at Fort Erie, Ontario, facilities have been steadily expanded until today the Fleet Aircraft plant constitutes one of the most modern and efficient units in Canada's aircraft industry.

During its lifetime the Company has, we believe, produced more aircraft than any other single firm in the Dominion. Before the war, Fleet supplied hundreds of trainers to the R.C.A.F., Canadian light aeroplane clubs and numerous foreign countries; since the beginning of the present war the Company has produced many hundreds more for the British Commonwealth Air Training Plan. All its facilities are now devoted to manufacturing standard primary trainers for the Combined Training Organization of the United Nations.

Through its long association with the aircraft industry, Fleet Aircraft has acquired a background of invaluable practical experience. This experience is built into every product of Fleet Aircraft, Limited today—and will be ready to serve aviation in the post-war era.

FLEET Aircraft
LIMITED, FORT ERIE, ONTARIO

Canada's Manpower Mobilization Plan

(Cont. from page B4)

These eight national organizations are:

National Selective Service Advisory Board, already discussed; Consultative Committees of the Minister of Labor; National War Labor Board Committee; Advisory Council to Inter-departmental Committee on Labor-Management Production Committees; Vocational Training Advisory Committee; Unemployment Insurance Commission; Unemployment Insurance Advisory Committee and Unemployment Insurance National Employment Committee.

In addition to these there are **15 regional committees:** nine Regional War Labor Boards, a Western Labor Board and five regional employment advisory committees.

All in all there are seventy local bodies dealing with employment and unemployment insurance. As advisory committees on local employment conditions there are forty groups, and **thirty courts of referees** have been set up to hear cases coming up under the Unemployment Insurance Act.

In a speech to the house, Minister of Labor Humphrey Mitchell stated that:

"In and about the Department of Labor we have no boards or committees—except those which by their nature are restricted to our own officials — without labor representation."

In the field of the regulation and arbitration of labor conditions, as distinct from the mere employment of men and women, we have at the centre of the organization the **National War Labor Board,** already referred to, whose function is the administration of government regulations on wages control and also cost-of-living bonus regulations. Mention has already been made of the fact that control is divided regionally into five districts under regional War Labor Boards.

The national board, headed by Mr. Justice C. P. McTague, has been investigating labor conditions with the object of making recommendations as to wages, the handling of labor disputes, and other matters. The report has recently been presented to the Cabinet but not made public, and it is expected by some that the report will result in changes in the machinery for handling of strikes and labor disputes and perhaps a change of policy with regard to wage ceilings.

As matters stand at present, labor disputes are handled under the provisions of the Industrial Disputes Investigation Act and the various amendments and additions to it that have been made since the war. This act provides for the setting up of **Boards of Conciliation and Investigation** in the case of any disputes that may arise where the industry concerned is engaged in the provision of supplies and services considered essential to the prosecution of the war.

These boards are composed of one representative of the employer, one of the employees and one man selected by both, or, if no agreement is reached, by the Minister of Labor. It has been made unlawful to go on strike until a report has been made to the Minister by the board concerned, and even then it is now unlawful to strike unless a ballot conducted by the Department of Labor has shown a majority of the workers concerned in favor of striking.

In cases where the formation of a Board of Conciliation and Inquiry is not thought warranted it has been provided by order-in-council that one or more Industrial Disputes Inquiry Commissioners be appointed to investigate the dispute. These commissioners are endowed with all the powers of commissioners under the Enquiry Act.

Working in conjunction with, and dating back farther than, the NSS, there is, under the Department of Labor, a **Wartime Bureau of Technical Personnel** whose function it is to organize the proper utilization of the country's scientific and technical manpower. This requires specialized knowledge on the part of the administrators and a fitting of each applicant to a job which may be peculiarly suited to his talents.

Under the direction of the Administrative Board there are two main divisions—the Employment Service and Unemployment Insurance Branch and the Armed Services Branch. As subsidiary organizations to the former group we have the above mentioned Bureau of Technical Personnel and the Industrial Mobilization Survey, also mentioned earlier.

Other departments related closely to the manpower question are:

The **Industrial Relations Branch,** with its subsidiary organizations, the Labor-Management Production Committees; Welfare and Related Services Branch; Annuities Branch, Administrative Services and Statistics and Research Branch, which published, among other things, the Labor Gazette.

How The RCN Is Managed

(Cont. from page B3)

called into naval service with a minimum of training.

The Royal Canadian Naval Volunteer Reserve is made up of civilians employed in occupations not connected with the sea, but who are given training for sea service in an emergency.

It performs the same functions for the Navy as the non-permanent militia or the reserve army did for the active Army in former years.

The Royal Canadian Navy also has a women's service known as the Women's Royal Canadian Naval Service.

In addition to the personnel actually serving on Canadian ships, there are, at last report, 1,900 members of the Royal Canadian Navy serving with the Royal Navy.

In the Royal Navy every man in the service must be entered on the books of a ship. For that reason, even shore establishments are given the names of ships. Thus we have training stations in places such as Toronto, Halifax, Hamilton, etc., which are in reality barracks and are given the names of ships.

Men enlisting in the Navy may be assigned or promoted to 29 different jobs. There is wide scope for men with trade experience such as plumbers, painters, blacksmiths, electricians, cooks, men with stenographic, banking or accounting experience.

Under recent ruling, executive officers, that is officers not requiring technical training as in engineering, medicine, etc., are chosen from the ranks.

Royal Canadian Naval College

The Royal Canadian Naval College for the training of officers, HMCS Royal Roads near Esquimalt, B.C., was reopened on Oct. 21, 1942, after being closed for 20 years.

The branch of a service to which a naval officer belongs is shown by the color inserted between the gold stripes on a sleeve as follows: engineer—purple; surgeon—scarlet; paymaster—white; instructor—light blue; constructor—light green; special branch—emerald green.

Executive officers have no colored cloth between the gold stripes.

The women's division of the Royal Canadian Navy was organized in June, 1942. Applications were received in large numbers.

A naval class of 70 completed training within a few months. Graduates are chiefly officers, petty officers, clerical and domestic personnel. At latest report there were more than 3,700 officers and Wrens. The majority of these take basic training in Galt, Ont., and others replacing various categories of naval personnel and shore establishments at Ottawa and Halifax. Arrangements have been made to recruit 100 each week.

Sea Cadets

Another important element in the organization of the Navy is the Sea Cadets. The Sea Cadets of Canada were organized in 1917. At May, 1941, there were 23 groups in this organization with a total membership of 2,220. Up to that time the organization had been supported by the Navy League of Canada, but on the date mentioned the naval services took it over. There are now 50 fully organized corps in all parts of Canada with a membership of 10,000 boys between the ages of 15 and 17½. More corps are being formed. The membership has been set at 15,000.

Latest figures of the strength of the Navy indicate over 70,000 personnel with more than 550 ships.

Most of these are serving on Canadian ships. Because the majority of them are destroyers or smaller, their formations are usually termed flotillas rather than squadrons or fleets as is the case with cruisers and battleships. In addition to manning Canadian vessels there are, it is estimated about 2,000 Canadian personnel on ships of the British Navy.

COMMONW
AIR TRAININ

"TAMING THE WILD"

THE last frontier of the vast Northlands has been opened. Civilization and Man's ingenuity are spreading their wings to the far reaches of these rugged lands of Canada and Alaska. The Wild is being tamed.

The men and women of Jacobs are very proud of the part their products have played in this pioneering. For a decade, planes powered by Jacobs have been carrying men and supplies into the "Bush Country," helping to open it. The Alaska Highway—that great achievement of modern engineering and human energy—has recently been completed, and Jacobs-powered planes carried in much of the equipment and supplies for its construction.

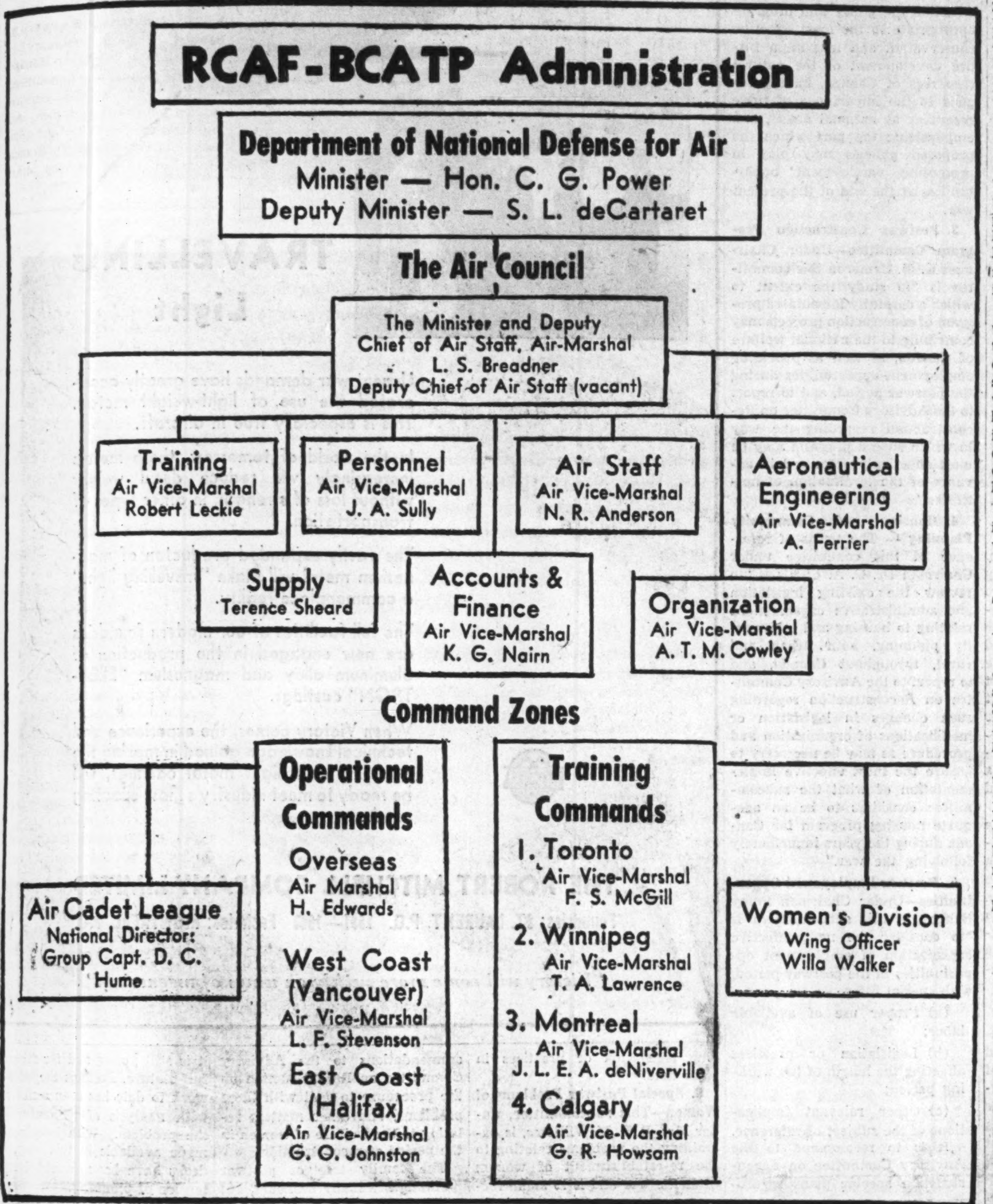
Today, military needs swallow all aircraft production, and Jacobs' output, multiplied many times, is powering the majority of the Bomber Pilot Trainers of Canada's Commonwealth Air Training Plan and the U. S. Army Air Forces' training program. After Victory is won, however, airplanes will make the rich resources of the Northwest available for the civilized progress of the World, and Jacobs Engines, with new efficiency and new economy, will be ready to blaze the way.

JACOBS AIRCRAFT Engines

POTTSTOWN • PENNSYLVANIA • U.S.A.

The RCAF's Administration

Headed by the Minister and the Air Council


RCAF-BCATP Administration
Department of National Defense for Air
Minister — Hon. C. G. Power
Deputy Minister — S. L. deCartaret
The Air Council
The Minister and Deputy
Chief of Air Staff, Air-Marshal
L. S. Breadner
Deputy Chief of Air Staff (vacant)
Training
Air Vice-Marshal
Robert Leckie
Personnel
Air Vice-Marshal
J. A. Sully
Air Staff
Air Vice-Marshal
N. R. Anderson
Aeronautical
Engineering
Air Vice-Marshal
A. Ferrier
Supply
Terence Sheard
Accounts &
Finance
Air Vice-Marshal
K. G. Nairn
Organization
Air Vice-Marshal
A. T. M. Cowley
Command Zones
Air Cadet League
National Director:
Group Capt. D. C.
Hume
Operational
Commands
Overseas
Air Marshal
H. Edwards
West Coast
(Vancouver)
Air Vice-Marshal
L. F. Stevenson
East Coast
(Halifax)
Air Vice-Marshal
G. O. Johnston
Training
Commands
1. Toronto
Air Vice-Marshal
F. S. McGill
2. Winnipeg
Air Vice-Marshal
T. A. Lawrence
3. Montreal
Air Vice-Marshal
J. L. E. A. deNiverville
4. Calgary
Air Vice-Marshal
G. R. Howsam
Women's Division
Wing Officer
Willa Walker

Enormous increase in the Royal Canadian Air Force as a fighting arm and growth of the British Commonwealth Joint Air Training Plan are accomplishments of which our 11½ million people have cause to be proud.

There is general agreement that both have been ably administered.

Keyman in the organization maintenance, and progress of the Training Plan is the Minister of National Defense for Air, Hon. C. G. Power.

HON. C. G. POWER

It is his responsibility to outline in broad terms the financial requirements and plans to his government colleagues, parliament, and report to the people of Canada. Upon his shoulders rests the final decision on basic changes in policy.

He is assisted by the Deputy Minister of National Defense for Air, S. L. de Carteret.

Air Council Advises

The Minister is advised by the "Air Council." Actually there are eleven places on this key council although only ten are filled at present. The position of the Deputy Chief of the Air Staff is vacant.

Scattered wherever there is fighting in the air men from Canada are playing their valiant part. With 25% of RAF strength made up of Canadians, with Canada's own squadrons in Britain and Africa, and our Home War Establishments on the Atlantic and Pacific, Canada's fighting airmen see action daily. Their record is high — at least as high as any; their casualties have been growing. But the enemy well knows the weight of their blows and Canada is now rated as the fourth air power among the United Nations.

Each major division in the RCAF is presided over by an Air Member.

Membership of the Air Council is as follows:

The Minister of National Defense for Air and his Deputy.

The Chief of the Air Staff, Air Marshal L. S. Breadner, D.S.C.

The Air Member for Training, Air Vice-Marshal Robert Leckie, D.S.O., D.F.C., D.S.C.

The Air Member for Personnel, Air Vice-Marshal J. A. Sully, A.F.C.

The Air Member for the Air Staff, Air Vice-Marshal N. R. Anderson

The Air Member for Aeronautical Engineering, Air Vice-Marshal A. Ferrier, M.C.

The Air Member for Supply, Mr. Terence Sheard.

The Air Member for Accounts and Finance, Air Vice-Marshal K. G. Nairn.

The Air Member for Organization, Air Vice-Marshal A. T. M. Cowley.

Each Air Member has his particular division subdivided under directorates dealing with specific matters. Central control is located at Air Force Headquarters in Ottawa.

Zones of Command

Canada has been divided to expedite the training and operational program into six zones. There are two operational commands and four training commands.

Operational Commands

Western Air Command Headquarters, Vancouver, Air Vice-Marshal L. F. Stevenson.

Eastern Air Command Headquarters, Halifax, Air Vice-Marshal G. O. Johnston, M.C.

Training Commands

No. 1, Toronto, Air Vice-Marshal F. S. McGill, Air Officer Commanding.

No. 2, Winnipeg, Air Vice-Marshal T. A. Lawrence, Air Officer Commanding.

No. 3, Montreal, Air Vice-Marshal J. L. E. A. de Niverville, Air Officer Commanding.

No. 4, Calgary, Air Vice-Marshal G. R. Howsam, M.C., Air Officer Commanding.

Under the present plan each command is fully responsible for the conduct of stations in their specific area. The Air Officers Commanding are charged with the full responsibility of carrying out the general instructions laid down by the Air Minister in Council. This framework of administration has proven eminently efficient.

Overseas, the RCAF is under the direction of Air Officer Commanding-in-Chief Air Marshal H. Edwards, C.B.

Women's Division

First of the Canadian Women's services to be formed, the RCAF (Women's Division) came into being by an Order in Council dated July 2, 1941. Originally entitled the "Canadian Women's Auxiliary Air Force" the organization was patterned after the Women's Auxiliary Air Force in the United Kingdom. In fact, officers of the WAAF were sent to Canada to help organize it. However, on February 2, 1942, recognition of the Women's Division as an integral part of the Royal Canadian Air Force was made and the name changed to its present title. Wing Officer Willa Walker is in charge of all its activities.

Cadet Reservoir

The Air Cadet League of Canada was at first more or less a voluntary auxiliary organization supported almost entirely by civilian leaders and encouraged by the RCAF. Today it is officially recognized and supported by the RCAF, its officers being commissioned.

Time has proven the tremendous value of the Air Cadet organization as a reservoir of aircrew. Not only that but experience has shown conclusively that an airman with previous Air Cadet training has a much better chance of making a success of his aircrew career on the basis of his training as a cadet prior to enlisting in the RCAF.

Cadets are not obliged to enlist in the RCAF but do so on a purely voluntary basis.

Sweden Planning Postwar Air Fleet

The postwar status and economy of Sweden have been constantly under discussion in the Swedish press. Of particular interest to Canada are Swedish plans for postwar civil aviation.

Like Canada, Sweden is hoping to develop international air services; a new company, Svensk Interkontinental Lufttrafik A.B. backed by about 50 firms, has been formed to develop an international air fleet, collaborating with Aerotransport, which now handles European air traffic.

Moreover there have been frequent indications that Sweden is uneasy lest her wartime neutrality prejudice her postwar position, lest the claims of belligerents among the United Nations be given preference.

$720 MILLIONS FOR PLANT

During the past four years of war, in excess of $720 millions in new factories, machinery, and land sites were financed by the government to speed the nation's output of munitions. This cost would average approximately $65 for every person in Canada.

The completed munitions themselves have already cost the people of Canada nearly $5,000 millions, or about $455 out of every $600 spent by the department.

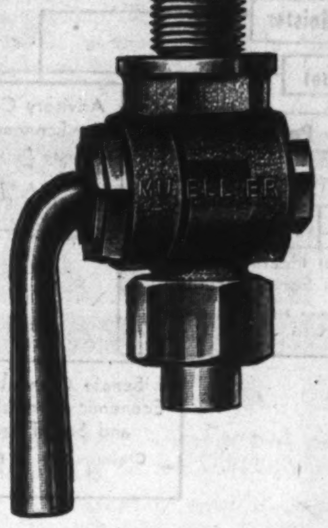
Canada's Air Force Expenditure

Department of National Defense for Air

Comparison of 1943-1944 Cash Requirements with 1942-1943 for All Votes Combined

Objects of expenditure by groups	Estimated expenditure 1943-1944	Probable expenditure 1942-1943
1. Civil salaries and wages	$ 18,620,637	$ 16,260,000
2. Pay and allowances	238,023,232	148,700,000
3. Travel, transportation and freight	20,838,068	18,190,000
4. Construction, purchases, repairs and operating expenses of properties:		
(a) Capital expenditure	93,421,100	110,000,000
(b) Repairs, operating expenses and rentals	13,482,925	9,417,000
5. Personnel supplies and services: food, medical supplies and services, clothing and personal equipment	50,451,918	55,566,600
6. Communications: signal and wireless equipment, line construction, etc.	26,838,773	13,060,000
7. Ammunition and bombs	23,990,000	12,000,000
8. M.T. vehicles and marine craft: capital cost and repairs	10,508,405	6,117,000
9. Fuel costs for aircraft, M.T. and marine craft	29,368,636	15,460,238
10. Aircraft, engines and spares including overhauls	231,846,296	148,550,000
11. Miscellaneous stores and equipment: including machine guns and other armament	26,623,160	16,524,000
12. Flying training contracts	33,805,829	21,000,000
13. Overseas squadrons and ancillary units	303,783,729	7,605,000
14. Sundries: including printing, stationery and other costs not included in the above items	7,818,706	4,670,000
Totals	$1,129,421,414	$603,119,838

TOOLS
DIES
JIGS and SPECIAL
MACHINERY
Let Us Quote On Your
Next Machine Shop Job!
"Workmanship Unexcelled"
We
Specialize
in
DIES
DIE CASTING
PLASTIC DIES
PERMANENT
MOULDS
●
Windsor Tool & Die
LIMITED
WINDSOR ONTARIO

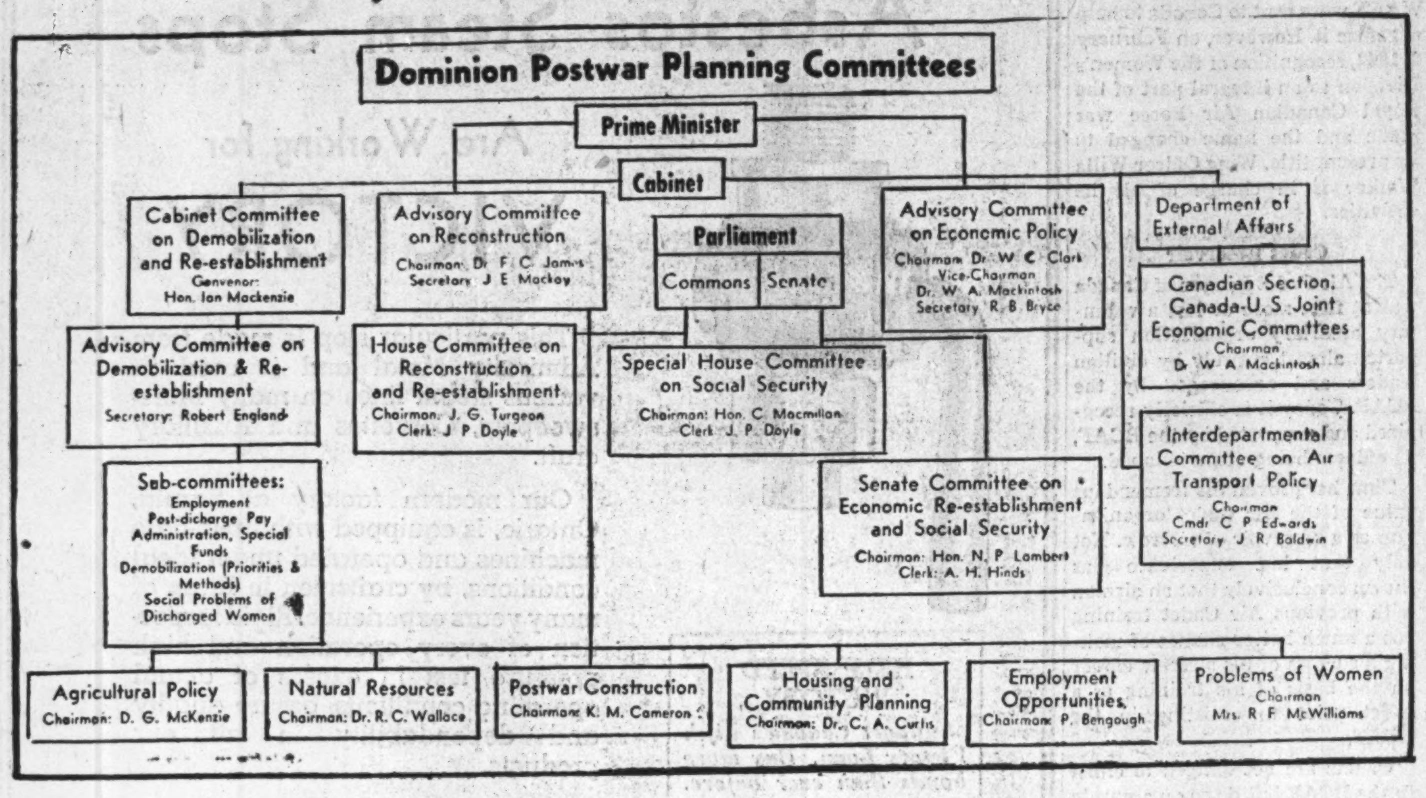
— MUELLER —
Asbestos Steam Stops
Are Working for
VICTORY


This particular stop is made from Admiralty Metal and is used in various steam lines on many Mine-sweepers, Corvettes and Auxiliary craft.
Our modern factory at Sarnia, Ontario, is equipped with up-to-date machines and operated under ideal conditions, by craftsmen in brass of many years experience. Rigid inspection of every operation and high pressure test in excess of actual operating conditions, assure quality and dependability in all our products.
HELP SPEED VICTORY
Support Canada's Fifth Victory Loan. Buy more bonds than ever before.
DEPENDABLE SINCE 1857. FULLY WARRANTED.
MUELLER LIMITED
SARNIA CANADA

"Achtung..."
Beaufighter!"
Here's a Nazi-eye view of sudden death
It's a Bristol Beaufighter, armed with four cannon and six machine-guns — one of the team of Axis-busters which are bombing, fighting and strafing, by day and by night, behind the surging power of Bristol Aero Engines.
When the job is done, even greater Bristol-built engines will again take up their tasks on the commercial air routes of the world — routes which they helped to blaze in aviation's pioneer days.
Bristol
AERO ENGINES
Represented in Canada by
BRITISH AEROPLANE ENGINES, LIMITED
MONTREAL
The power behind the British-built BEAUFIGHTER - STIRLING - WELLINGTON - LANCASTER II

Charting Canada's Future

Advisory Committee Leads List of the Planners


Dominion Postwar Planning Committees
Prime Minister
Cabinet
Cabinet Committee on Demobilization and Re-establishment Convenor: Hon. Ian Mackenzie
Advisory Committee on Reconstruction Chairman: Dr. F. C. James Secretary: J. E. Mackay
Parliament
Commons
Senate
Advisory Committee on Economic Policy Chairman: Dr. W. C. Clark Vice-Chairman Dr. W. A. Mackintosh Secretary R. B. Bryce
Department of External Affairs
Advisory Committee on Demobilization & Re-establishment Secretary: Robert England
House Committee on Reconstruction and Re-establishment Chairman: J. G. Turgeon Clerk: J. P. Doyle
Special House Committee on Social Security Chairman: Hon. C. Macmillan Clerk: J. P. Doyle
Canadian Section, Canada-U.S. Joint Economic Committees Chairman D. W. A. Mackintosh
Sub-committees: Employment Post-discharge Pay Administration, Special Funds Demobilization (Priorities & Methods) Social Problems of Discharged Women
Senate Committee on Economic Re-establishment and Social Security Chairman: Hon. N. P. Lambert Clerk: A. H. Hinds
Interdepartmental Committee on Air Transport Policy Chairman Cmdr. C. P. Edwards Secretary J. R. Baldwin
Agricultural Policy Chairman: D. G. McKenzie
Natural Resources Chairman: Dr. R. C. Wallace
Postwar Construction Chairman: K. M. Cameron
Housing and Community Planning Chairman: Dr. C. A. Curtis
Employment Opportunities Chairman: P. Bengough
Problems of Women Chairman Mrs. R. F. McWilliams

Back in the '20's it was said of France that the seriousness of her postwar economic situation could best be gauged by the number of governments it was found necessary to form during any one year.

Postwar planning is being undertaken in Canada so to order the Canadian economy that the transition from war to peace — unlike that in France — will be organized and methodical; to provide the individual with social security, and a reasonable standard of living in the simplest possible fashion. The objective is unquestionably sound; the planning, though difficult, is claimed to be quite within reach.

To work out a co-ordinated postwar plan for Canada, many individual but related problems have presented themselves.

Many Committees Working

For many a month there have been a score or more of committees fighting and chewing on the big tough problems which loom ahead. Some of these problems won't even wait for the day that a victorious peace is declared. Others are as long term and as fundamental in their significance as the work of the Rowell-Sirois Commission.

The first and perhaps the most widespread body to cut a swath in federal postwar planning was the James Advisory Committee on Reconstruction. Originally this was tied into the Hon. Ian Mackenzie's Department of Pensions and National Health. It set up half a dozen subcommittees to study construction, agriculture and similar problems; also brought to Ottawa as its advisory expert, Dr. Leonard C. Marsh, the author of the report on postwar social security.

Early this year, however, an important organizational change was made whereby this committee was lifted out of Pensions and Health and made to report directly to the prime minister. It was felt that in this way its studies and ultimate recommendations might have more import and effectiveness. The committee still remains, however, purely advisory and without any official departmental status or power to implement any recommendations it might make. It has reported regularly each year to the special House of Commons Committee on Reconstruction and Re-establishment chaired by T. G. Turgeon, M.P.

At the time this shift in the James Committee occurred another body—the Advisory Committee on Economy Policy—chaired by Dr. Clifford Clark, Deputy Minister of Finance, was given overriding responsibility for coordinating all postwar planning on the "departmental" level. It has also authority to make special studies and recommendations.

The Special House Committee on Reconstruction and Re-establishment, formed in March, 1943, under the chairmanship of Justice J. G. Turgeon, has the important job of studying and reporting to the House of Commons on the "general problems of reconstruction and re-establishment, which may arise when the war ends, and to appoint from among the committee members sub-committees to deal with specific phases of these problems." To date, the Committee has heard and discussed reports of the Advisory Committee on Reconstruction, its subcommittees on Development and Conservation of Natural Resources, Nutrition, Postwar Construction Projects, etc., and the Cabinet Committee on Demobilization and Re-establishment.

In addition to the Special Committee of the Commons, another potent body which has held useful exploratory meetings is the Special Senate Committee on Economic Re-establishment and Social Security chaired by the Hon. Norman P. Lambert. Eventually this committee is expected to bring in a report based on observations and hearings which have covered already a fairly wide and useful field of exploration. The committee was formed last March "to consider and report on matters arising out of postwar conditions, particularly those relating to problems of reconstruction and re-establishment, and a national scheme of social and health insurance."

Dr. F. C. James, chairman, the Advisory Committee on Reconstruction, and the Canadian Manufacturers' Association, have made reports to the committee. Dr. Leonard C. Marsh, research adviser to the Advisory Committee on Reconstruction, has also appeared before the subcommittee on social security.

Social Security to Fore

At the last session of Parliament, the Government branched out into another specific field of postwar planning—social security. A Special House of Commons Committee was set up and was presented with two important documents, first, a monumental recommendation on health insurance from the Department of Pensions and National Health, and second, the Marsh Report on Social Security.

After much study and voluminous proceedings, the committee is still holding its findings and recommendations in abeyance with little prospect of immediate action being taken.

Still another area where the most specific and useful planning has been done is in the realm of demobilization and re-establishment of the armed forces. A special Advisory Committee on Demobilization and Re-establishment has been at work for some considerable time. It was chaired by Brig.-Gen. H. F. McDonald, who died in Calgary just a few weeks ago.

Air "Under Cover" Body

Other bodies functioning in the federal field are an inter-departmental committee on air transport policy which has worked largely under cover, but which started the ball of discussion rolling rapidly by preparation of a statement made in the House of Commons this year by Prime Minister King as to what Canada believed should happen in postwar civil aviation.

Another group concerned especially with Canada-U. S. matters is the Joint Economic Committee set up originally as a clearing house for war problems and latterly delving into a number of postwar matters. This committee is chaired by Dr. W. A. Mackintosh who is, in reality, the active working chairman of the Advisory Committee on Economic Policy which has already been referred to.

On James Subcommittees

Ramifications of the over-all problem of postwar planning are well exemplified by the number of subcommittees the James Advisory Committee on Reconstruction alone has felt it necessary to set up — and the terms of reference which they have been given. Subcommittees and their terms of reference are:

1. Agricultural Policy Committee—This subcommittee under the chairmanship of Hon. D. G. McKenzie is "to study the problems of Canadian agriculture, with particular reference to:

(a) Desirability of raising the standard of living of all Canadians to an acceptable nutritional level;

(b) Probable developments in international movement of Canadian agricultural products;

(c) To recommend to the Advisory Committee on Reconstruction a comprehensive program for rehabilitation of Canadian agriculture at the end of the war."

2. Conservation and Development of Natural Resources—Under the chairmanship of Dr. R. C. Wallace, this committee will "consider and recommend to the Advisory Committee on Reconstruction the policy and program appropriate to the most effective conservation and maximum future development of the natural resources of Canada, having regard to the importance of these resources as national assets, and emphasizing the part which the proposed policies may play in promoting employment opportunities at the end of the present war."

3. Postwar Construction Program Committee—Under Chairman K. M. Cameron this committee is "to study the extent to which a carefully formulated program of construction projects may contribute to the national welfare of Canada, as well as providing employment opportunities during the postwar period, and to report to the Advisory Committee on Reconstruction regarding the way in which such a program may be most effectively organized in advance of the termination of hostilities."

4. Housing and Community Planning — The terms of reference of this committee under Chairman Dr. C. A. Curtis is "to review the existing legislation and administrative organizations relating to housing and community planning, both urban and rural, throughout Canada, and to report to the Advisory Committee on Reconstruction regarding such changes in legislation or modifications of organization and procedure as may be necessary to ensure the most effective implementation of what the subcommittee considers to be an adequate housing program for Canada during the years immediately following the war."

5. Postwar Employment Opportunities—Under Chairman Percy Bengough, this subcommittee is "to consider the most effective organization of employment opportunities in the postwar period, with special reference to:

(a) Proper use of available labor;

(b) Legislation or practices affecting the length of the working period;

(c) Other relevant implications of the subject of reference.

It is to recommend to the Advisory Committee on Reconstruction specific plans regarding legislation or practices in this field."

6. Special Postwar Problems of Women—This subcommittee, under Mrs. R. F. McWilliams, is examining the problems relating to the re-establishment of women after the war and is to make recommendations to the Advisory Committee on Reconstruction on the procedure to deal with these problems, and other matters relating to the welfare of women in the period of reconstruction.

The family tree of postwar planning has many branches, but it is still young and far from its full stature. Perhaps the bulk of work to date has been concerned with analysis of the nature of the problem. With information made available in this way, the decks have been cleared for extension of planning.

TRAVELLING
Light

Urgent war demands have greatly accelerated the use of light-weight metals. This is especially true in aircraft.

In the world of tomorrow, these metals increasingly will reduce dead weight without loss of strength, in other types of transportation.

The vastly expanded producton of magnesium metal will make "travelling light" a commonplace reality.

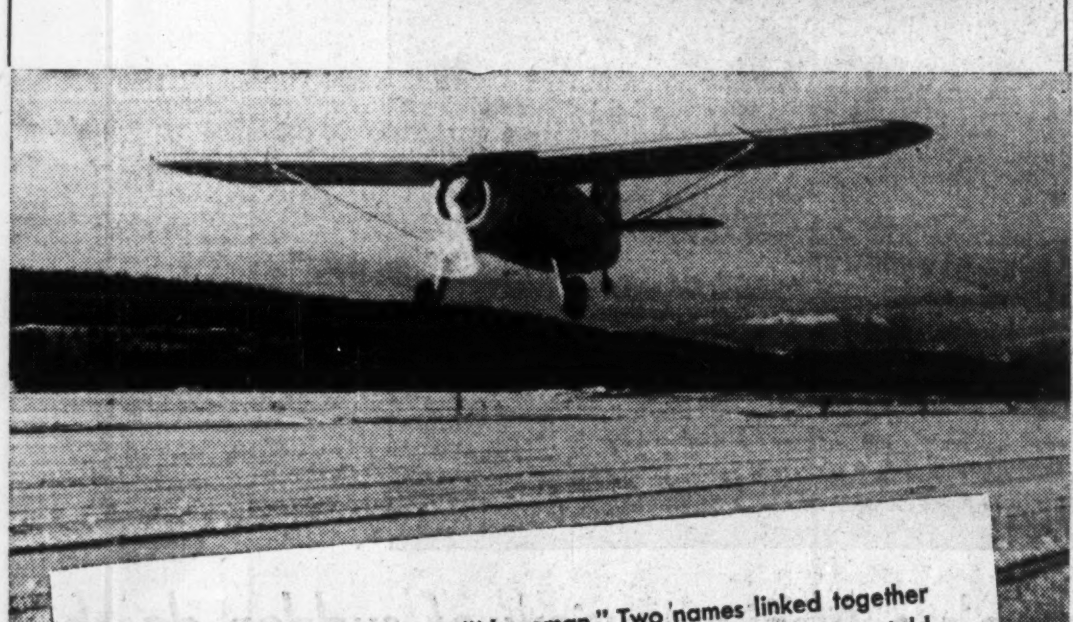
The full facilities of our modern foundries are now engaged in the production of aluminum alloy and magnesium "ELEKTRON" castings.

When Victory comes, the experience and technical knowledge gained in making the most intricate light metal castings, will be ready to meet industry's most exacting needs.

THE ROBERT MITCHELL COMPANY LIMITED
Foundries: ST. LAURENT, P.Q. 1851—1943 Factories: MONTREAL, P.Q.

"Victory will come more swiftly on wings of magnesium"

Air Arm...
Over the Alaska Highway
the NORSEMAN


THE Alaska Highway and the "Norseman." Two names linked together in a gigantic task which saw the highway-builders conquer untold difficulties.

Norseman planes, designed and built in Canada, played a big part in that conquest. With every mile of progress, they provided "eyes" for the engineers . . . food for the army of workmen . . . materials . . . transportation. Here was a plane made to order for the job . . . for the country. A plane for small, rough landing surfaces . . . for short take-offs . . . big loads . . . for ready conversion to skis, wheels or floats.

Here is a Canadian-made plane that delivered the goods.

Today, Noorduyn's entire capacity is devoted to the wartime demand for Norseman transports and Harvard advanced trainers. In the peace to come, that capacity will be turned to new and greater Norsemen . . . to further development of the North.

NOORDUYN AVIATION
LIMITED
MONTREAL

ceiling unlimited

Man has always looked to the heavens for help and inspiration, and from the skies, too, will come his victory and his future.

Lockheed is building warplanes, that are strong and great . . . symbolic of the good the Americas stand for, and the freedom we are fighting the war to keep. Lockheed Aircraft Corporation, Vega Aircraft Corporation, Burbank, California, U.S.A.

LOOK TO *Lockheed*
FOR LEADERSHIP

Commonwealth Air Training

Key to Allied Success Forged in Canada

Probably largest single factor in bringing victory our way has been the growing air dominance achieved by United Nations forces. The British Commonwealth Air Training Plan is generally recognized as the most important single contributor to this pleasant position. Conceived toward the end of 1939, the gigantic plan has turned out more than enough air crew to man 15,000 combat planes; has coming steadily from its training fields a stream of ground and air crew to keep allied planes flying and to increase their numbers. Essentially Canadian as Canada contributes most of the men, administers it and pays the major share of the cost, the plan is still one for the United Nations, drawing its recruits from wide sources.

Allied air power, shaped in 1942 in North America, the British Isles and Russia, and brought to bear in 1943 over Axis European and Pacific strongholds, is proving so decisive that Germany at least (whatever surprises Japan may yet spring) is on a three-dimensional defensive and appears to be losing the war in the fifth year.

It is clearly air power that has tipped the scales despite titanic proportions of the fight waged by land troops in Russia and North Africa, and of worldwide naval action.

Materially strengthening the punches that have Germany on or eyeing the ropes, the British Commonwealth Air Training system—essentially Canadian — is pouring precision-trained air and ground personnel into the waxing fight and is winning for Canada a great name in aviation, a new place which the same men and machinery may be a means of upholding after victory.

Canadians in Italy

Tide of fighting on Italy's Salerno Gulf was turned when a huge armada of British, Canadian and American planes of all types, and the guns of Allied warships, sent a torrent of steel and explosive into the enemy lines.

The Northwest African Air Force for the second successive day mobilized every plane that could fly—heavy, medium and light bombers, fighter-bombers and fighters — to hurl death at the enemy over a wide area.

More than 2,000 sorties were flown in lethal assaults where a like number of aircraft had concentrated only 24 hours previously.

Front reports indicated that the heaviest German assault in western or southern Europe since 1940 had been absorbed successfully by British and American troops, with this support, in 150 hours of bloody and bitter fighting on the 26-mile Italian west coast stretch below Naples.

Canada Feeds Attack

How accurate is the claim that the strength lent to such attacks and defenses by virtue of the Canadian training system is not only substantial but well may be decisive?

Apart from the degree of skill which it has succeeded in imparting to its graduates, BCATP at last reports had sent overseas from its RCAF and RAF schools more than enough air crew to man 15,000 combat planes. With strength, all ranks, remaining on its stations, put at more than 150,000 as of May 1, it had graduated and sent abroad more than 50,000 air crew and had trained more than 75,000 ground crew. Air strength in any language.

"The air training plan . . . has contributed largely to the local air superiority in Africa and over the continent of Europe, and is an essential element in the realization of the final objective, that of crushing out of existence . . . German economic might."—Hon. C. G. Power, Minister of National Defense for Air, June, 1943.

A joint enterprise of the Canadian, Australian, New Zealand and United Kingdom governments, the system is administered by the RCAF and more than 60% of the graduates are Canadians although young men from all the United Nations learn the art of air combat in its schools and an initial contingent of cadets from India entered training two months ago.

It is now more than three and a half years since representatives of those governments conferred in Ottawa to formulate the basic policies of the BCATP. Under the stress and strain of initial preparations for the struggle an ambitious plan for the united training of airmen was agreed upon. The actual agreement was signed Dec. 17, 1939.

Couched in general terms the object of the plan was to train thousands of Commonwealth air crew to enable them to meet the very powerful air strength of the enemy and prevent them from swallowing up the last outpost of freedom in Europe. To use the United Kingdom as a springboard for allied air attacks, and to destroy enemy air power and the war industry of Germany — all these were uppermost in the minds of those who planned during the dark days.

Began April, 1940

The first intake of pupils consisted of 50 pilots, 44 observers, and 75 wireless operators, and took place on April 29, 1940. They graduated Oct. 28, 1940.

Feverish activity soon followed the signing of the agreement.

Building, digging, and frantic requests for material marked the birth pangs of the plan. In the initial stages the Civil Aviation branch of the Department of Transport did much of the work in locating airdromes and fields.

It was in April, 1940, that the first class of the BCATP began training at the Initial Training School in Toronto. About the same time the RCAF sent three squadrons of airmen—one fighter squadron and two army co-operation squadrons — overseas as a token force. These, of course, had nothing to do with the plan itself but were purely RCAF trained personnel. The first Elementary Flying Training School was opened in June, 1942.

It will be recalled that it was in the spring of 1940 that France and the Low Countries succumbed to the German forces. Great cries of criticism rose from the people of the democracies "Why don't they do something?"

It was true that trained air crew personnel was being held in this country to train the new students of the plan. People felt that these instructors should be sent over to stem the tide of apparent German air superiority.

It was then the decision was made—not to send them overseas but to adopt the policy of sending thousands later instead of a few now. As history proved that decision was eminently proper and wise.

An attempt was made to complete all the planned airdromes by the winter of 1940—and all the buildings planned for the end of 1941 were to be completed by the end of the winter of 1940-41. This was carried out well ahead of schedule.

Late in the summer of 1940 pictures of airmen receiving their wings appeared in the local papers and the shape of the plan was becoming evident. In fact, the result was that twice as many air crew as had been planned at first graduated and were sent overseas. The total strength of the RCAF had grown from 4,500 officers and airmen at the beginning of the war to 38,000 officers and airmen plus 6,000 civilians by the end of 1940.

Progress was even greater in 1941. For example, one of the Service Flying Schools which was scheduled to be opened in June, 1942, actually opened in Aug., 1941. The whole blueprint of the original plan was to be in full operation in June, 1942, but was completed by Dec. 15, 1941.

Essentially Canadian

Although the original plan was a joint one, participated in by the nations originally represented at the formation conferences — the plan is essentially Canadian. Not only was it administered by the RCAF but Canada supplied more than 80% of the manpower and paid approximately $600 millions of the $900 millions cost.

The plan was to feed squadrons of the RAF, the overseas squadrons of the RCAF, and units for home defense. The plan itself was to expire on March 31, 1943—but fully a year before that time the Ottawa Air Training Conference extended its life to March 31, 1945.

Admittedly the older age group eligibles have already enlisted and the authorities are looking to Air Cadet League graduates for new material. The plan relies to a great extent on the enlistment of women in the Women's Division to replace men for air crew duties.

33 Months—$1.5 Billion

It is estimated that the Plan from July 1, 1942, to March 31, 1945, will cost $1.5 billion. Canada will share 50% of the cost and will continue to administer the system. The United Kingdom will pay the remaining half of the bill assisted by payments from Australia and New Zealand covering the cost of training airmen from those countries. A large part of Britain's share will be offset by provision of aircraft and equipment for use in training.

Originally it was planned to establish 74 units. However, in March of this year there were 154 units, many of them with double the capacity originally planned. New schools other than those already planned will not likely be built although expansion of housing facilities and changes necessitated by new devices and methods will be carried out.

Whereas under the original plan Canada was to provide 80% of the men to be trained, now the United Kingdom will supply 40% including some from other United Nations. Canada, Australia and New Zealand will supply the other 60%.

At the last session parliament was asked for $1,129 millions to carry on RCAF operations and training during 1943-44 — nearly double the $603 millions cost of the previous year and more than the total of the Fourth Victory Loan.

CHEMISTRY HELPS TO WIN THE WAR

Sky Trains use Nylon Tow-lines

Early in July a Douglas C-47 transport plane took off from Dorval Airport, near Montreal, and crossed the Atlantic—towing a freight-loaded glider. Thus the first trans-Atlantic sky train became a fact!

This achievement highlights the increasing importance of glider operations in modern warfare. Today, winged armies—airborne soldiers—are flying into action in big troop-carrying gliders towed by aeroplanes.

Naturally, the tow-line that links the glider and its towing plane is a vitally important length of rope. Only an exceptional rope would possess the tremendous strength and elasticity necessary to withstand the pull and strain of high speed, long distance air transport. That's why the nylon tow-line was developed . . . because nylon excels all other yarns in the combination of lightness, tensile strength and elasticity.

Nylon tow-lines—less than an inch thick and exceptionally light—are being widely used in glider operations . . . once again demonstrating, by wartime use, the outstanding qualities of this yarn that originated in the chemists' test tube. At its plant in Kingston, Ontario, C-I-L is now producing nylon exclusively for military use. When the war is won, nylon will once again be available for general consumer production.

The use of nylon for sky train tow-lines is another example of a product of Industrial Chemistry that is aiding the war effort.

CANADIAN INDUSTRIES LIMITED C-I-L

CANADIAN INDUSTRIES LIMITED

PA-268

YOU WON'T SMILE AT THIS, MR. TOJO!

When you seized the rubber of Malaya and other sources you didn't figure on the superiority of "Made in Britain" over "Made in Japan". You wouldn't concede that British science could develop a substitute for rubber that would be completely resistant to gas, gasoline, oil and chemicals. So you'll wake one day soon to find that you have lost the war, and that the Allies have *reclaimed* that rubber in more than a technical sense. In the meantime industry is being served by

FLEXATEX

THE HOSE CONVEYOR THAT CARRIES ON AND ON

It's the all purpose, crash-proof, *non-rubber* hose that gets oil, gas, gasoline, chemicals and fluids WHERE they're wanted, WHEN they're wanted, and HOW they're wanted, SPEEDING UP the flow from labour, SLOWING UP the flow of time.

Deterioration from chemical effects isn't a FLEXATEX trouble. Its non-rubber nature, flexibility and pliability assure a lasting join with metal fittings. Even inexperienced operators can fit on site with ordinary tools.

FLEXATEX allows a greater flow than any other hose of equal bore, doesn't support combustion, rationalises the whole method of supply and assembly, yet the weight per foot is less than that of many types of ordinary flexible hose.

Each type of FLEXATEX is constructed from materials selected to suit the operating conditions. The unique design brings better relative performance than any other type. Available in standard 14'6" lengths, suitable for use with standard A.G.S. parts, straight and beaded ends.

A WILKINSON product from the organization that produced the original LINATEX self-heating flexible fuel hose.

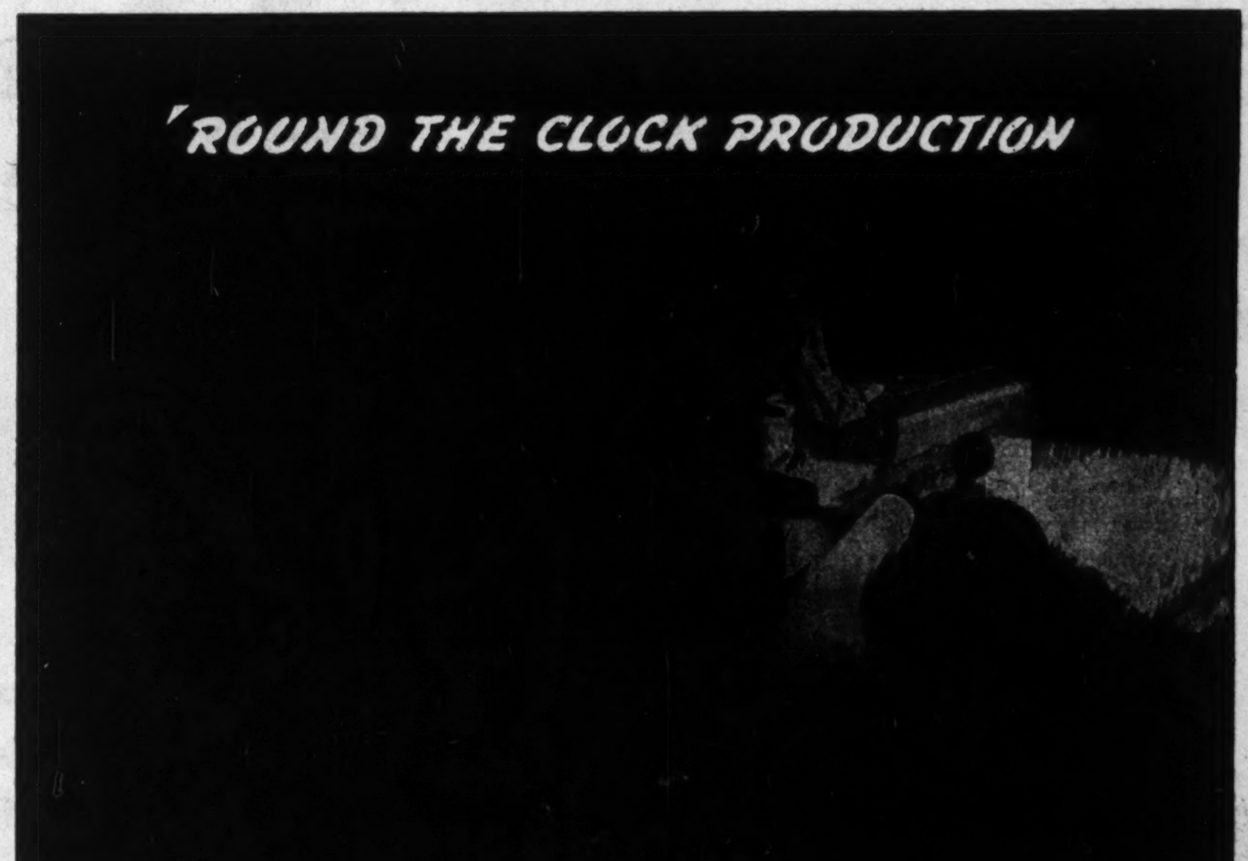
WILKINSON LINATEX CO. LIMITED
417 St. Peter Street, Montreal

GREAT BRITAIN, U.S.A., NEW ZEALAND, AUSTRALIA, SOUTH AFRICA, ETC.

CONSTRUCTION
&
ROAD EQUIPMENT

LAURENTIDE EQUIPMENT CO. LIMITED
OTTAWA MONTREAL QUEBEC

'ROUND THE CLOCK PRODUCTION



OLIVER POWER FARMING EQUIPMENT
GOODISON APPROVED

GOODISON *Helps Win the Battle of War Production — in Two Ways!*

Not only are GOODISON Products at work to win the battle of food production — Goodison manufacturing resources have also been fully employed to win the battle of production in the field of armament manufacture. Aircraft Parts — Gun Parts — Naval Parts — Parts for Wartime Merchant Shipping, have come from our production lines, and our skilled workers and engineers stand ready to undertake further assignments for the precision manufacture of similar and other machined parts.

We are equipped to give prompt and efficient service.

Your enquiries are invited.

Lone lights wink across the fat lands from farm kitchens where midnight lunches wait for weary men. Untiring steel steeds snort across the rich acres, turning furrow after furrow for freedom's sake.

In this all out—'Round the Clock Production—for food, when men and machines must work far into the darkness if needed crops are to be planted, cultivated and harvested, we are confident that GOODISON Approved Oliver Farming Equipment will march steadily through many midnights—for the sturdiness and rugged construction of every OLIVER tool, tractor and machine ensures unequalled performance and lasting service.

While more new tools and machines will be available this year as compared with last season, every effort should be made to keep present equipment in service as long as possible. However, where new equipment is really needed—see the GOODISON-OLIVER line—for there is a machine to fill every requirement of the power farm . . . and GOODISON service is identified with the best.

THE JOHN GOODISON
THRESHER COMPANY LIMITED
SARNIA, CANADA
BRANCHES AT AURORA AND CHATHAM—FACTORY AT SARNIA

The GOODISON Approved Power Farming Equipment Warranty will be found on GOODISON Threshers, GOODISON Feed Mixers, OLIVER Tractors, OLIVER Plows, OLIVER Combines and all other OLIVER Farm Implements.

Only GOODISON—proven by performance — Power Farming Equipment, bears this trade-mark. It is your assurance of Dependability and Utility, with Economy.

POWER FARMING EQUIPMENT Approved by GOODISON

2 HEADS ARE *Always* BETTER THAN 1

BUY MORE WAR BONDS

"You've Got to Spend Money to Make Money"

GEORGE S. MAY COMPANY

Business Engineering

TORONTO
320 Bay Street

MONTREAL
660 St. Catherine St., W.

THE FINANCIAL
POST
Canada's Foremost Business Newspaper

Toronto, September 25, 1943—Section C

They direct administration of Canada's armed forces: Air Marshal L. S. Breadner, Chief of Staff for Air; Vice-Admiral P. W. Nelles, Chief of the Naval Staff; and Lieutenant General Kenneth Stuart, Chief of the Army General Staff. As such they are members of the Defense Council which determines Canadian war policy.

The Royal Canadian Navy

Yesterday a Convoy Escort: Today a Destroyer Fleet

While Canadian sailors guard Allied supply routes . . .

In 1939 it seemed impossible for a small, lightly manned Navy to do the great job that our Canadian Navy has done, is doing, and will do until this war is ended.

The merchant shipping line has been kept unbroken by means of its convoy service.

The Atlantic Patrol convoy ships guard the Canadian troopships on their way overseas so alertly and successfuly that not one has been sunk yet.

Another of the Navy's tasks is the protecting of the thousands of miles of Canadian shoreline.

From a force of 16 ships, including six British-built destroyers, and some 3,600 men including reserves, the Royal Canadian Navy, including the RCNR and the RCNVR, has expanded to a strength of more than 550 ships and almost 70,000 men. Now there are also 3,700 women in navy blue.

Convoy Work

Half of all the North Atlantic convoy work is carried out by the Canadian Navy; an amazing fact to consider when you think of Canada, with her relatively small population, providing the men and materials to build and maintain a fleet of adequate proportions to combat the U-boat menace. Six days after war was declared, in response to an urgent appeal from the British Ministry, the first Canadian convoy of 18 ships was escorted into the open sea. It reached its destination intact and since then Canadian ships have been continually on the convoying job.

Canadian destroyers helped escort the first Canadian troop convoy and the arrival of the first division has been followed by the safe arrival of thousands of other Canadian troops.

Trade convoys of ten thousand ships carrying over sixty million tons of vital cargo have safely reached the other side since the war began. The safe landing of such war necessities as munitions, fuel oil, gasoline, frozen foods and grain has aided in keeping the upper hand firmly attached to the Allied fighting arms.

When yellow-skinned trouble in the Pacific called American ships out of the Atlantic theatre more responsibility than ever fell on the Canadian Navy. Extra work was taken in stride. There was no letting up of the vigil against the Nazi menace. A recent Saturday Evening Post editorial states:

"We probably should have lost the war if the Canadian Navy had not come through in a spectacular and heroic way."

Fifth Victory Loan

Be Ready to Subscribe
Oct. 18—Nov. 6

The Ships Are Built

When the size of this convoying task became apparent it was immediately clear that a force of more than 16 ships, five British-built destroyers, seven overaged destroyers obtained from the United States and five minesweepers was needed.

A large fleet of fairly small, easy-to-manage ships was essential as soon as possible. Shipyards were taken over and into being for Canada came a new class of fighting ships, corvettes, which had been designed in the first place for escort and convoy work by the Royal Navy. These have proved highly useful ships. They could be built quickly and in large numbers in existing Canadian shipyards. Corvettes are seaworthy under all weather and sea conditions, reliable and easily navigated. They now make up the greatest and most important part of the Canadian Navy.

In 1941 the Chambly and the Moose Jaw, two Canadian corvettes, successfully attacked a Nazi U-boat. The German crew abandoned ship and were taken aboard our ships. In January, 1942, after a 66-hour battle, a submarine pack in the North Atlantic was routed by corvettes under the direction of HMCS Skeena, senior escort vessel of a convoy. An exact amount of submarines destroyed was not disclosed but it is known that the convoy defense was successful.

Canadian corvettes in the Mediterranean have also had their well deserved successes. In February, 1943, as Naval Service Headquarters later revealed, HMCS Port Arthur, on convoy duty in the western Mediterranean, rammed and destroyed an Italian submarine. Two other Canadian corvettes, HMCS Ville de Quebec and HMCS Regina have subs to their credit in the same area.

Many submarines have found out too late the deadliness of the small corvette.

In addition to chasing and sinking German U-boats, our corvettes in line of duty have performed valiant rescue work. The Canadian corvette Morden rescued the entire passenger list, over 194 people, of a Canadian merchantman torpedoed in the North Atlantic and brought them safely to port. Many victims of the Nazi sea menace owe their lives to the vigilance and quickness of the men in navy blue.

RCN sailors often serve on merchant ships in convoys themselves, manning the guns with which the cargo ships have been armed.

Add Offensive Power

Primarily a navy of small ships designed for convoy duty, the RCN is now building up an offensive fleet of destroyers. A flotilla of eight Tribal destroyers, the pride of the Navy, are now under way and two have already been commissioned, the Athabaskan and the Iroquois.

Destroyers of the Canadian Navy aided in the memorable evacuation of British troops from Bordeaux. During the foray HMCS Fraser was cut in two by another warship as a result of the necessity of travelling without lights in a danger zone. HMCS Restigouche turned on her searchlights at great risk to herself and rescued 75% of the Fraser's crew.

Ships of the Canadian Navy took part with units of the American Navy in action in the Aleutian Islands and RCN corvettes joined in convoying the United Nations' armada in the attack on Axis-held bases in North Africa.

The flotilla leader Assiniboine, early in the war, aided a British cruiser in capturing and salvaging a big German freighter, the Hanover, in West Indies waters.

Canadian minesweepers have also played their part in this war. They are used in coastal patrol and in protecting Canada's defense zones on the Atlantic and Pacific coasts. In addition to this work minesweepers are now used efficiently in escort and anti-submarine duty.

Fishing boats in the Navy's third reserve, the Fishermen's Reserve, are sometimes fitted for the dangerous job of minesweeping. This coastal work keeps submarine patrols constantly on guard in Canadian waters. The vital, but often monotonous task, is carried on in the St. Lawrence River itself.

Other weapons against the present submarine menace are the wooden hulled subchasers, and speedy motor torpedo boats. These two types of craft are built in Canadian shipyards.

Converted passenger liners and pre-war private yachts have also had their part to play in this war where nothing must lie idle.

Canadian ships and men have gallantly carried our flag into all waters.

"Wherever the tide of war flowed, there men of the Royal Canadian Navy followed. In their own ships, or in ships of the Royal Navy, they have served in the biting cold and in the sweltering heat of the tropics. The North Sea knows them as does the Mediterranean. The narrow waters of the English Channel have come under their guard and the Irish Sea has heard their gunfire."

Serve in Royal Navy

Canadian Navy personnel has seen action on ships of the Royal Navy. There are Canadian boys serving on board destroyers guarding the English Channel. They man the motor torpedo boats that are so useful in narrow waters. HMS Hood and HMS Jervis Bay went down carrying Canadian crew members.

Now there are about a thousand Canadian Navy personnel trained to the last degree being added to the Anglo-American Commando landing craft assault forces. Already there are approximately 600 men of the Royal Canadian Navy, including those who manned assault boats at Sicily, serving in this hazardous duty.

Life in the Navy is not necessarily always life on the ocean waves. Less than half of our Navy is at sea. Without the land Navy behind it training and organizing, the sea-going Navy would soon lose its power.

From the land training ships come the boys that will man the ships. There are RCNVR training divisions all across Canada. Some 80% of the Canadian Navy personnel comes from RCNVR training bases.

Another vital land job is the maintenance of communications with the ships at sea. These must keep in touch with land bases and their communications must be swift and efficient. The three naval shore wireless stations in Canada are equipped with the latest apparatus and equal any naval station in the world. These stations are on 24-hour duty. Every wireless communication message must be ciphered to prevent enemy interception.

There are new shore establishments at Galt, Ottawa and Halifax to take care of the Navy's new addition, the WRCNS. Although the girls never get to sea, they will eventually handle messing for all shore establishments.

The heroic deeds of the men of the Royal Canadian Navy have not been unrewarded. During the course of the war over 270 decorations have been received for gallant and outstanding service. Many of these decorations have been awarded posthumously, but losses on the whole have been slight in proportion to the number of men in the service.

RCAF's Fighting Contribution

To Be Found in All Areas Where British Serve

. . . Canadian airmen soften enemy defenses so that . . .

Canadian airmen and their counterpart on the ground constitute an elite, if scattered, body in the forces annihilating Axis war power.

Paradoxically the story of Canada's fighting contribution in the air is as much a story of Britain's air force as of Canada's, for there are more thousands of RCAF air crew in the RAF than there are hundreds in purely Canadian units.

The weight added by these Canadian thousands to the British air offensive has received wide recognition. They represent, as a matter of fact, just about 25% of the RAF's total flying strength.

Men of the RCAF are over Berlin, Turin, Genoa, Sardinia, Burma, the Ruhr dams and, in fact, every theatre featured in the air war news; with the possible exception of the Southwest Pacific. They have won recognition as a No. 1 force—Canada is rated fourth air power in the United Nations—on an equal basis with the RAF and the United States Army Air Force.

Canadian Squadrons

All of the 32 Canadian squadrons constituted overseas—it is proposed to have 38 in operation by the year-end—have seen constant and heavy action, as have, of course, the more numerous Canadian personnel in the RAF. This year saw formation of the first RCAF Overseas Bomber Group and three army co-operation squadrons. At one minute past midnight on Jan. 1 the all-Canadian bomber squadrons began to take their orders from a new Canadian headquarters under command of Air Vice-Marshal Brookes.

From the time when, early in 1940, the RCAF sent overseas a token force of three squadrons—one fighter and two army co-operation—its numerical strength has grown prodigiously through the medium of the British Commonwealth Joint Air Training Plan, essentially Canadian and based on Canada.

Total strength was 4,500 officers and men at the start of the war while today there are more than 200,000 serving in Canada and overseas.

"Home" Establishment

Actually the so-called Home War Establishment of the RCAF is fulfilling tough assignments in the Aleutians and north Pacific coast areas as well as in northwest Atlantic anti-submarine patrols.

Many of the men engaged in these duties have received awards and no few have seen service overseas.

Those in charge of operations, such as Air Vice-Marshals Anderson, at Air Force Headquarters, Johnston, in charge of Eastern Air Command operations, Stevenson, at Western Command, have seen service overseas and are fully acquainted with methods used in coastal patrol on the other side.

On Two Seas

The RCAF at "home" over hemisphere waters has achieved striking successes. In the east its strong and alert squadrons have ferreted out U-boats and protected convoys as far as half way across the stormy North Atlantic. Other units guarding Canada's western shores and shipping have, while under U. S. strategic command in the northern theatre, come in contact with the Jap in the cold, fogbound Aleutians.

Airdromes are located from the eastern tip of Newfoundland, through Labrador, to the Queen Charlotte Islands on the Pacific.

During 1942 Eastern Air Command's anti-submarine patrols flew five million nautical miles to escort 12,000 sailings of vessels singly and in convoy. Of the number of ships sunk, less than 3% were lost while being convoyed by the RCAF.

Even while carrying out this primarily defensive role, 43 attacks were made on U-boats with a great deal of success and many such attacks have been made this year although the exact figure is not available.

Projected average strength of the RCAF Home War Establishment during the fiscal year ending next March 31, is about 35,000.

Luftwaffe Beaten

That the vaunted German air force has been outbombed and outfought by a substantial margin is to a surprising extent due to the RCAF's weight in the allied attack. Great as is the service of our airmen in the American hemisphere, the broader epic of RCAF prowess has its setting in Europe and with emphasis there on Canada increasing daily.

Canadians in the RAF and in the overseas RCAF squadrons are in the heat and the thick of this year's spectacular bombing forays and mass dogfighting over western and southern Europe. The squeeze between the Russians on the east, and Empire and U. S. air forces from the west and south, has proven too much for the Luftwaffe.

The new Canadian bomber group in Britain has been in every big raid of the RAF bomber command's mounting offensive ever since the group was formed at the beginning of the year and there is now also an RCAF bomber wing of an unstated number of all-Canadian squadrons operating from North Africa.

Dispersal is Wide

Squadrons of the Canadian bomber group, fighter, reconnaissance and army co-operation squadrons, operate in the United Kingdom and elsewhere. Air Marshal Edwards who returned to Canada in May, told of having met RCAF fliers in every part of the Globe—Northern Ireland, Scotland, the Orkneys and Shetlands, West Africa, the Sudan, Egypt, India, Ceylon and Burma.

As an indication of the dispersal of Canadians in the RAF and elsewhere—during January, Canadian casualties occurred in 72 different squadrons and from February to May there were Canadian casualties in 168 squadrons.

About 2,000 Canadian fliers have been fighting over the Middle Eastern deserts for many months.

Many Canadians make up the crews of bombers, fighters and fighter-bombers which have progressed, in the more recent joint attack, from Pantelleria, to Sicily, to Italy.

Canadians for a considerable time have made up one quarter of the flying garrison of Malta.

Cost is Growing

The cost in blood and money has mounted.

RCAF cash requirements for fiscal year 1943-4 are more than half a billion dollars greater than 1942-3 estimates, largely because of increased commitment in the overseas war establishment assumed by Canada on April 1 last.

That increase alone is over $363 millions. It was just above $20 millions for 1942-3 and is now over $383 millions. At the same time western hemisphere operations require an increase of some $129 millions over 1942-3 and the Air Training Plan $34.5 millions more.

Casualties had passed the 7,000 mark by April, when the total overseas casualty list stood at 5,683 including 2,977 dead. The wounded are not numerous. There were counted at that time 1,816 others "currently missing," 614 prisoners of war and 15 interned. Including those killed in flying accidents and on operations at home, total death roll was close to 4,000.

Something of what airmen in this war are investing in victory was expressed by Air Minister C. G. Power in the House of Commons a few months ago, when apparently referring to night bombing in which the British and Canadians have taken largest part, he said:

"When we read of a raid over Germany or Italy we are apt to visualize this as a brief precipitate dash, a short, sharp and swift blow, in and out again, something adventurous and glamorous.

"It is not so. It is a sustained battle of approach, action and retirement; a battle against wind and storm, thunder and fog; against the machine, oil and petrol leaks, seizing engines, air pockets and all miscellaneous ills to which even the best serviced engines may be subject. It is a battle against the enemy—flak, searchlights, night fighters. Above all it is a battle against self, against the strain of nerves during the long hours of flying across the North Sea, over occupied Europe to enemy country and through walls of defensive armor.

"This is what these boys are doing for Canada."

Canada's Army in Action

At Hong Kong, Dieppe, Sicily and Italy

. . . Canadian soldiers may thrust further into Hitler's fortress.

When General Montgomery, commander of Britain's elite Eighth Army, told men of the Canadian First Division that they were "as good as any, if not better," his statement was backed by a record of courage that began with a fruitless 48-hour sojourn in France before Dunkirk, continued through the shambles of Hong Kong, took on an offensive twist at Spitzbergen and Dieppe, chronicled victory and vengeance in Sicily, and more recently was footnoted by the almost bloodless occupation of Kiska.

At Hong Kong, the Japs employed 56,000 men to take the British garrison of 9,000, of which 1,900 were Canadians. The campaign lasted three weeks with the odds 6 to 1. Those facts speak for themselves. Canadians, hitherto untried in this war, fought relentlessly against impossible disadvantages. Canada's battle tradition had been carried on.

Plunge Into Dieppe

Perhaps there were memories of Hong Kong in the minds of Canadian shock troops who participated in the combined assault on Dieppe less than two years later. Spearheading the attack, the 14th Canadian Army Tank Battalion (Calgary Regt.) and units of the Royal Hamilton Light Infantry and the Essex Scottish, of Windsor, plunged across the surf-ridged beach towards the town.

Three other regiments made flank attacks. Two miles west of the town, units of the South Saskatchewan Regiment and the Queen's Own Cameron Highlanders of Winnipeg landed at Pourville, began a lion-hearted push which was to take them farthest inland of any of the attacking forces.

A mile to the east of Dieppe, the Royal Regiment of Canada, from Toronto, contested a heavily defended beach commanded by a ridge of cliffs bristling with armament.

At still another point, Les Fusiliers de Mont Royal, a French-Canadian regiment, forged its way through the storm of defense fire toward its objective.

Main objective of the attack was to gain information concerning enemy fortifications and defensive tactics. Specific targets included Nazi Radar installations and destruction of the heavily armed Casino in the town.

The operation was effected at heavy cost in casualties, and not all objectives were attained, but lessons learned at Dieppe were applied in landings in North Africa and Sicily, and much of the success of these amphibian operations was in no small part due to Dieppe experiences.

Just one year before Dieppe, in Aug., 1941, Canadians had made their spectacular and destructive raid of the Arctic Norwegian island, Spitzbergen. In this task, men of the Edmonton Regiment and the Saskatoon Light Infantry, together with a RCAMC unit, had the unusual duty of escorting the entire Russian population of the island, bag and baggage, back to Russia. Canadian and British Engineers, however, had the main job to perform.

Again Assail Europe

Less publicized in recent months than formerly, Canadian members of Commando formations have been constantly harassing German channel fortifications, a persistent thorn in the Nazi side. These raids constantly add to the store of knowledge now being utilized for the destruction of Hitler's European fortress.

Long and careful preparation went into Canada's participation in the Sicilian campaign. For months beforehand, a small detachment of Canadian officers and men had been attached to British forces in North Africa, had been learning by experience the intricacies of the British version of blitzkrieg. Back in England, the First Division had followed highly specialized training for the coming venture. When the convoys sailed, the Canadians were battle-ready,

Production for Victory

One of a monthly series

Report for September

Canada and the United Nations

How Canada Finances Her War

Combination of Greatly Higher Taxes and Borrowings

In the year which ends March 31, 1944, the Dominion Government must raise approximately $480 for each of its 11½ million people in order to meet its wartime and normal expenditures which this year will total $5.5 billions. By one means and another, the Dominion Government must find the funds to purchase approximately 60% of a national output which is not expected to run higher than $9 billions in the current year.

To a New Peak

The amount which has to be raised this year is greater than in any of the preceding years of war or peace both in actual amount and as a proportion of the total national income. Raising the money is going to be a 50-50 job shared by Finance Minister Ilsley's two right-hand men—National Revenue Minister Colin Gibson, and National War Finance Committee Chairman Graham F. Towers.

For the year 1943 to 1944, approximately 46% of the total funds needed by the government are to be raised by taxes.

Personal Income Taxes

To achieve this staggering total of close to $2.4 billions, there has nominally been no increase in the tax rates on individual income taxpayers. The rates in effect in 1942 are being continued through 1943, and presumably into 1944, at least until the 1944 budget is brought down.

But in adapting Canada's form of "Ruml" pay-as-you-earn tax plan, credits against current tax deductions which were being allowed earlier in the year were cancelled. These credits originated with the National Defense payments which were made in the early part of 1942 and which disappeared when collection of income taxes at the source was introduced.

This year the Canadian Government must raise $480 for each person of the population to meet the war and regular costs of government, a sum far above anything ever before attempted. Ability to accomplish this demonstrates the evolution of our fiscal policies. Highlights have been much higher personal income taxes, a 100% excess profit tax and heavy corporation income taxes. Adoption of a pay-as-you-earn system of collecting personal income taxes is another feature. Even then half the government's expenses have to be met by borrowings. The whole program has been successful to date but evidences of its burden are clearly noted.

Canada's "Ruml"

The abolition of these credits resulted in an increase in the monthly tax bill ranging from about $4 for a single person earning $1,000 a year to upward of $28 for single persons earning $5,000 per annum.

In addition, Canada's Ruml plan involves cancellation of only half of the 1942 tax owing, with the result that between June 30 and Dec. 31, 1943, Canadian taxpayers have to make a final settlement on the 1942 bill. In the case of the lower income groups the settlement works out to an actual rebate by the government, but in the higher brackets the final payment becomes progressively more onerous, and for a single man earning $5,000 per annum, the final payment ranges between $190 and $270.

Steady Increases

The complexity of arriving at the exact differences in each case and the problem of adjusting the exact period in which the payments have been made renders a comparison of taxes in 1942 and 1943 difficult. But the 1943 tax burden represents the culmination of a long odyssey of tax increases, which date from the tax on 1939 income.

In 1938, for example, the single man with $2,000 income had left free for spending $1,970. In 1939 his spendable income was $1,964. This dropped to $1,835 in 1940; to $1,700 in 1941, and to $1,399 in 1942. In 1942, compulsory savings had been introduced and in addition to his $1,399 of spendable income, he had $160 of deferred income in a form of compulsory savings.

Over the same period, taxation has taken from the married man with no children who earns $3,000 a year, nearly one third of his income. In 1938 this taxpayer had $2,970 left to spend after meeting his income taxes. In 1942 his spendable income had dropped to $2,116 and in 1943 he has to pay up a further $50 to $110 on the balance of 1942 taxes.

More Taxpayers

Along with the increasing levies the number paying income taxes has shown startling growth. During the current year, it is estimated that over two million Canadians will pay income tax.

This change has occurred as a result of two factors. In the first place, income of the nation and the incomes of individuals have risen steadily as a result of war expenditure and wartime employment. In the second place, the income tax now reaches down to those earning as little as $660 per year, whereas formerly the lower limit was $1,000.

Outcome of this rapidly growing burden of taxation has been to put Canada among the most heavily taxed nations of the world.

A recent tabulation shows that the single Canadian earning $1,300 pays a total tax, including compulsory savings, of $287, while the corresponding citizen of the United Kingdom pays $279 and the United States $185.

Two Thirds To Go

In spite of these heavy personal income taxes, the individual taxpayer only provides approximately one third of the net revenue from taxation of the Dominion. A slightly higher percentage is estimated to come from corporation taxes in the current year.

For the year ending March 31, 1944, Canadian business is scheduled to pay a total of $300 millions in regular corporation taxes, and an extra $550 millions in excess profits tax. This total of $850 millions contrasts with $805 millions raised in 1942, $320 millions raised in 1941; $155 millions for 1940; $78 millions for 1939, and $85 millions for 1938. In other words, the Dominion of Canada is now taxing ten times as much from the business and industry of Canada as it was in 1938.

Corporation Tax Boosts

Here again, the two factors of increased earnings and increased tax rates explain the rise in tax revenues. National income has approximately doubled since 1938, with the share of corporations keeping pace with the total. But, where the 1938 business paid a tax of 15 to 18% of its income to the Dominion Government, the minimum rate is now 40%, and the rate on all excess earnings, i.e., those above the four-year period 1936 to 1939, is now 100%. By contrast, the corporation tax rate in the United Kingdom is 100% of excess earnings, but no tax is charged on standard earnings. In Canada, in addition to the 100% of excess earnings, the corporation is taxed 40% on its standard earnings.

How Do They Do It?

How do Canadians, and Canadian businesses, contrive to carry on under this phenomenal burden of taxation?

The answer is that in many cases they have not been able to carry on normally. Those with fixed incomes, and even many of those with rising incomes, have had to cut off all purchases except those day-to-day necessities which cannot be foregone. In some cases, this reduction in expenditure on durable items has been facilitated by the increasing scarcity of such commodities.

Many corporations have been placed in a similar position, with dividends showing a steadily declining trend since the excess profits tax has been imposed.

But the burden of taxation has been eased by allowing a return of 50% of the tax or else from 8 to 10% of the taxpayer's income in the form of compulsory savings, and by allowing a 20% rebate on the excess profits tax, neither of which will be received by the taxpayer until after the war. In addition, the excess profits tax has been rendered reasonably flexible by the actions of the Board of Referees, who are empowered to establish special rates of standard profits for firms which are in a depressed industry classification. On the personal income tax side, the rapid extension of the levy into low income groups has been accompanied by certain modifications and allowances which were not necessary when comparatively trifling sums were being levied.

Half by Borrowing

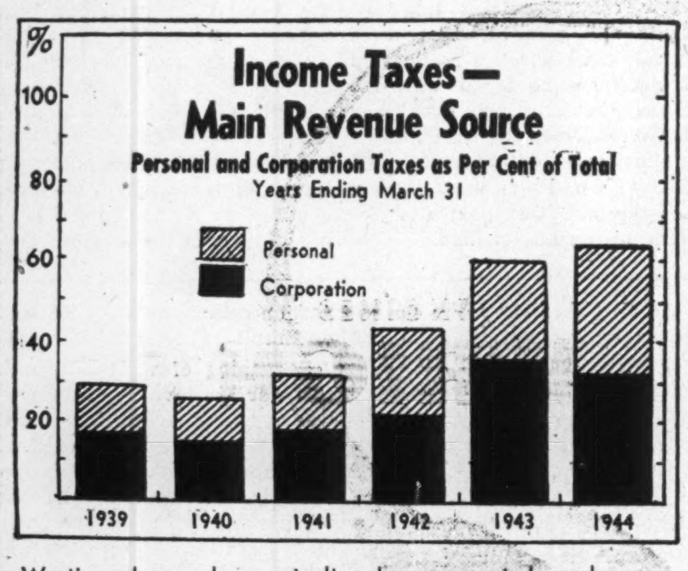
Even allowing for the great increases in taxation, a heavy load of Canadian war finance has been borne by public borrowing. After the flotation of two "war loans" which were offered by dealers directly to established clients, the government formed the National War Finance Committee which has been responsible for four "Victory Loans" to date.

In contrast with the first two loans, the four victory loans have been offered on a nation-wide scale, with every emphasis placed on selling the securities to those who would not normally be considered bond buyers. In consequence, the number of subscribers to Canada's war loans has risen from a low of 150,890 in the Second War Loan to 2,669,111 in the Fourth Victory Loan. The total amount of money raised has risen in harmony from $324.9 millions for the Second War Loan, to $1.3 billions for the Fourth Victory Loan.

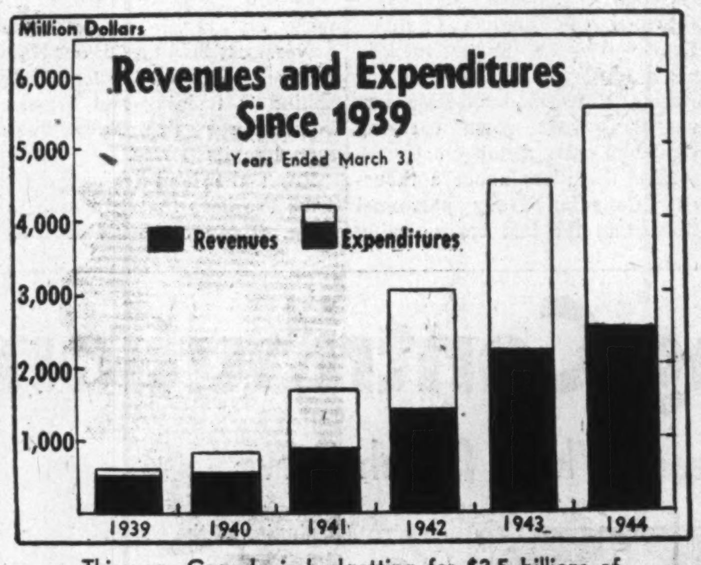
The Fifth Victory Loan to be launched in October has not yet had its objectives publicly stated, but it is generally assumed that it will be for at least as great an amount as the Fourth Loan of May, 1943.

By far the most important of the Dominion's borrowings have been in the form of victory loans, but accompanying them and of major importance in tapping small savings has been the War Savings Certificate Drive, the sale of interest-free bonds, largely to religious denominations and to patriotic individuals.

Canada's program of war financing has been able to pay since the start of the war for approximately one half of the amount spent by the Government. While this falls short of the objective of 100% pay-as-you-go, which is the theoretical ideal for finance, it has equalled the record of the United Kingdom Government and most of the other British dominions and has bettered that of the United States. If taxation has not been able to absorb the entire increase in wartime expenditures, the increases in personal income taxes and in corporation taxes have at least been able to check the steady rise in wages, thus providing our strongest single bulwark against inflation.



Wartime changes have not altered government dependence on income taxes — personal and corporation — as revenue sources



This year Canada is budgetting for $2.5 billions of government revenues but expenditures climb faster.

BORN TO KEEP A DATE
behind the enemy's lines!

Official Photograph, U. S. Army Air Force.

"Objective below—cut loose!" Towlines go slack. Suddenly the gliders are on their own—huge, motorless craft floating silently to earth—each with a cargo of fighting men.

"Vertical envelopment" your military strategists call this new offensive tactic. And to make it work, aircraft plants the nation over are set up to turn out swarms of troop-carrying gliders—giant transports born to keep a date behind the enemy's lines.

At Taylorcraft, at Aeronca, at Piper, at Waco, at Pratt-Read and other plants that will make these gliders for the new air-borne infantry, it is significant that modern paint-spraying systems by DeVilbiss have been installed to reduce the time required for wing doping and other finishing operations.

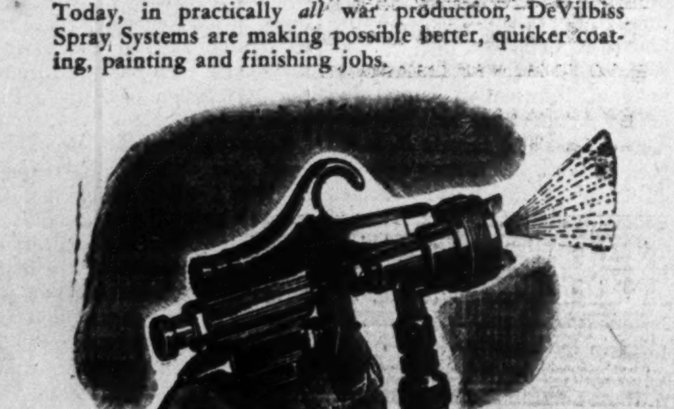
Today, in practically *all* war production, DeVilbiss Spray Systems are making possible better, quicker coating, painting and finishing jobs.

Tomorrow, when this war has been won, the new spray techniques and equipment we are developing to meet the requirements of war production will provide faster, more efficient finishing for your peacetime products.

THE DeVILBISS MANUFACTURING COMPANY, LTD.
WINDSOR, ONTARIO

• • •

THE COMPLETE DEVILBISS LINE CONSISTS OF: Spray finishing equipment • Automatic coating machines • Tanks for spray materials Spray booths and exhaust fans for vapor and dust elimination Air regulators, cleaners and dusters • Air compressors • Respirators Specialized hose for paint, air, water, gasoline, welding and pneumatic tools • Hose connections • Water and oil guns • Equipment to prevent offset in printing • Paint stripers • Medicinal atomizers.



DeVILBISS SPRAY SYSTEMS

SPRAY EQUIPMENT • EXHAUST SYSTEMS • AIR COMPRESSORS • HOSE & CONNECTIONS

EVERY EDDY PAPER

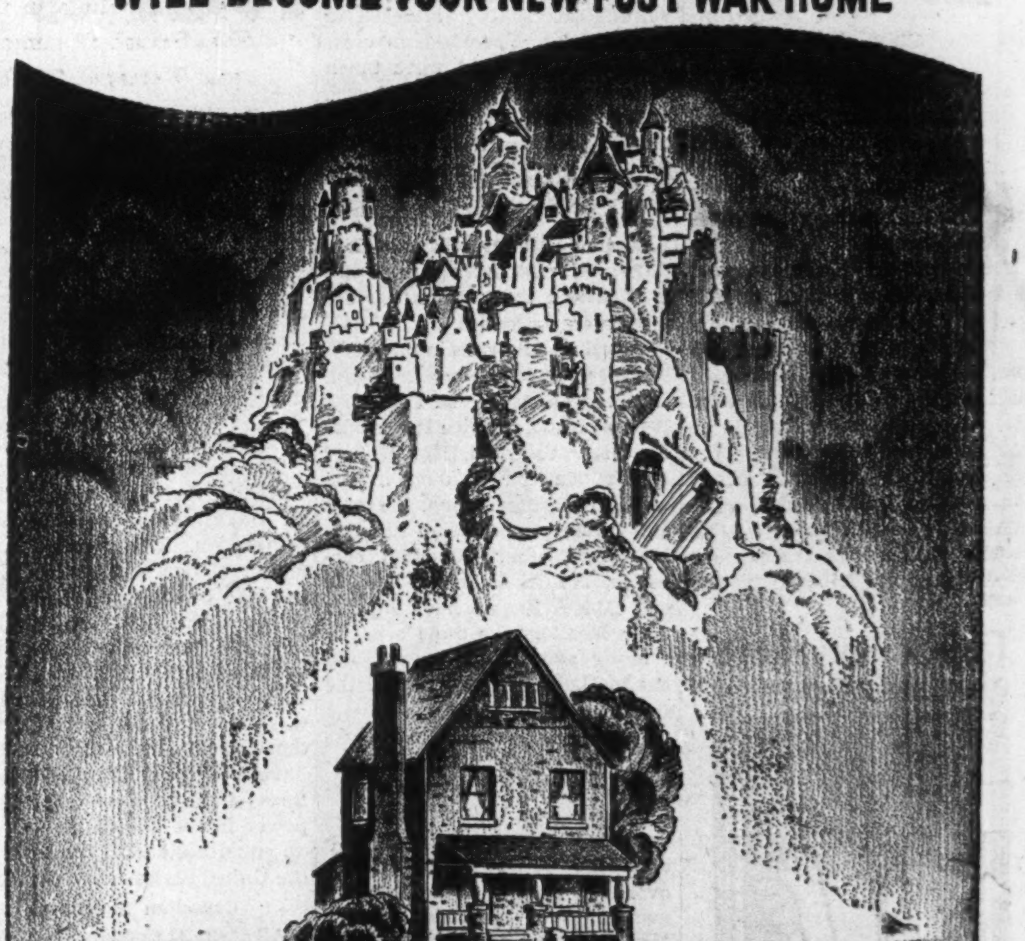
Takes a good Impression

Makes a good Impression

We are proud to have a part in the making of a product which plays an important role in the march toward victory.

THE E. B. EDDY COMPANY LIMITED, HULL, CANADA

TODAY'S *"Castle in the Air"*
WILL BECOME YOUR NEW POST-WAR HOME



GAS *holds Magic*
**P.W. possibilities for your home ...*

TODAY, the weight of the GAS industry is thrown behind the war effort. In blast furnaces, in roaring manufacturing plants, in countless war production activities, Gas is contributing as heavily and as completely as possible, with the shattering of our enemies as the primary objective.

Your Gas Company has seen its workers march away to play heroic roles on the fighting fronts—and wishes them "God Speed". Facilities for extending normal peacetime domestic service is curtailed; new modern appliances are not available to you; our constant friendly contacts with our customers and friends are sadly interrupted—because WINNING THE WAR COMES FIRST.

But after victory, what enchanting possibilities of home comfort, home cooking, refrigeration, endless hot water, will then be presented to Toronto gas-users. Meantime, the war savings you are making, the stamps and certificates you are buying, will permit your home a generous share in the great new advantages which GAS will bring in the good days to come.

*P.W. Post-War.

The CONSUMERS' GAS
COMPANY

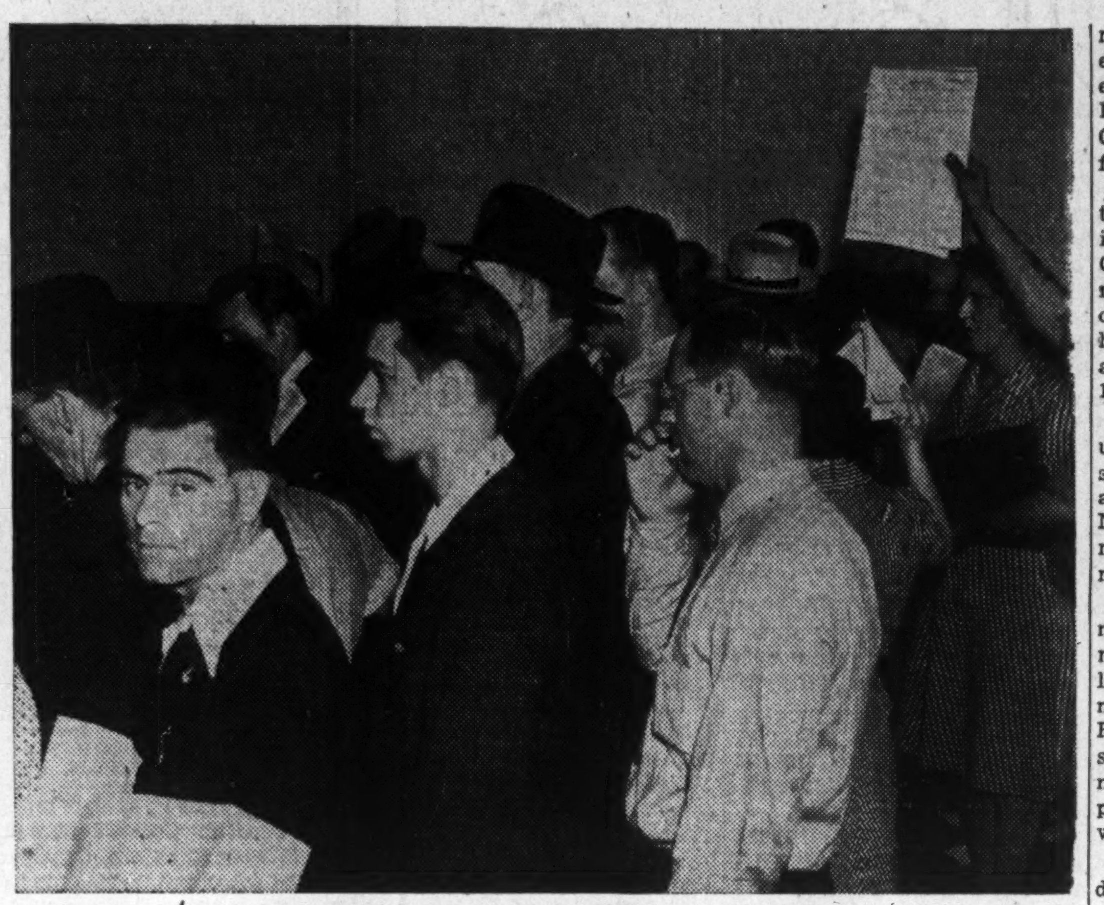
Canada's Huge War Expenditures

With Doubled Income, War Takes 43% This Year

At the peak of the great war, in 1918, Canada's tremendously stimulated wartime industry was absorbing approximately 10% of the national income in total war expenditures.

In 1942-43, Canada's national income was approximately twice as great as in 1918, yet war expenditures had risen to 43% of the total. And in 1943 to 1944, it appears that the war expenditures will run to at least 50% of the national income, possibly more.

By far the largest proportion of Canada's war expenditures is devoted to the three armed services that make up the Department of National Defense. The amount that the Dominion spends on the Army, Navy and Air Force has risen from $112.3 millions in 1939 to $3,405 millions for the year which ends next March 31.



Paying income taxes has become part of the life of many thousands more Canadians than was the case before the war. This is a line-up before an income tax paying wicket this year.

Emphasizes Shifts

Aside from the magnitude of this increase of more than 3,000%, the relationship between the expenditures on the various departments has been radically altered as a result of the growing importance of Canada as a naval and air power. In 1939-40, Army expenditures of $67 millions accounted for nearly two thirds of the total. In the current year, the Army accounts for $1,764 millions or little more than 50% of the total. Navy expenditures which were only approximately one sixth as great as the Army at $11.4 millions in 1939-40 are now nearly a third as great at a total of $489 millions. And Air Force expenditures which in the first year of war were $32.8 millions have now increased to $1,129 millions and account for approximately one third of our total Defense Department expenditures.

Munitions Spending

Included in these figures is a large proportion of Canada's expenditures on munitions, which by Sept. 9, 1943, had reached a total of $6,500 millions. Only a relatively small proportion of this total appears debited to the Department actually in charge of the expenditures, the Department of Munitions and Supply. Aside from the $26 millions which has been budgeted for this department's management since the outbreak of war to March 31, 1944, almost the entire expenditures debited to Munitions and Supply have been for expansion of industry or for the acquisition of the United Kingdom's interest in war plants. The actual figures expended on these two items during four fiscal years are as follows:

Expansion of Industry

1940-1941	$84.9 millions
1941-1942	243.7 "
1942-1943	480.0 "
1943-1944	307.0 "

In addition the Department expended $200 millions in 1942-43 to acquire plants built for the United Kingdom. In 1943 to 1944 a credit of $150 millions has been budgeted for recoverables from production allotment funds.

Canada's war spending has ballooned the government's financial needs to approximately 11 times the pre-war total. Approximately 40% of our spending takes the form of aid to our allies, with Britain in the lead but Russia, China and the other British Dominions gaining a more important position. War spending has pervaded the entire government structure, with many non-war departments now budgeting important sums for special war duties.

Second only in importance to our expenditures on our own armed forces comes the aid given by Canada to Britain and our allies. Before the war, the United Kingdom was Canada's best customer, taking over one third of our total exports. Even when interest and dividends due on balance to the United Kingdom had been deducted, there remained a large credit balance in favor of Canada. This and other credit balances held by Canada looked after any deficits Canada might have with the United States and permitted the Dominion to reduce its foreign debt by approximately $200 millions annually during the 1930's.

With the outbreak of war, this structure was almost totally destroyed.

Exports to non-Empire countries other than the United States soon dwindled and Great Britain, finding it increasingly difficult to obtain American dollars for her own purchases, was unable to provide Canada with enough funds to pay for the American materials needed to meet British war orders. During 1939-40 Great Britain sold $250 millions in gold to Canada and increased exports to Canada in calendar 1940 by $24 millions; otherwise no payment was attempted.

During 1940 to 1941, financial aid to Britain took the form of repatriation of Canadian securities held in London. In the following year unused sterling balances were accumulated as well. By the spring of 1941 it was apparent that Britain's ability to make any kind of formal payment for war supplies from Canada had disappeared and that aid to Britain would henceforth be a straightforward addition to the Canadian war budget.

During the fiscal year ending March, 1942, the entire British debt for purchases of war supplies in Canada, more than a billion dollars, was financed by the Canadian Government, mainly by accumulation of more sterling balances. At that time, the "War Appropriation United Kingdom Financing Act" authorized outright gifts to the British Government of $1 billion of war supplies and loans of $700 millions at a rate and with a term to be determined after the war. The "billion dollar gift" was expected to last a year, but it was found necessary to add a second billion dollar gift in Feb., 1943, this to be available under a variety of terms to other dominions and United Nations as well as to Britain. This second billion dollar gift, known as the Mutual Aid Plan, was accompanied by an agreement to purchase from Great Britain $200 millions of the United Kingdom's investments in war plants in Canada.

As a result of these various transactions, Aid to Britain has accounted for approximately 40% of Canada's total wartime expenditures.

Although the new Mutual Aid programme and the previous billion dollar gift to Great Britain have received the lion's share of press publicity, actually by next year Canada will have aided Britain and our other allies by more than $4 billions. For several months now a small group of officials at Ottawa has been wrestling with the paper work necessary to implement Canada's plan to give mutual aid to Russia, China and other countries. The list of countries to whom this aid is expected to go includes Australia, New Zealand, India, the French Committee of National Liberation and the Caribbean area. The Mutual Aid Bill was given final assent in Parliament on May 20, 1943.

Chairman of the Mutual Aid Board is Hon. C. D. Howe, Minister of Munitions and Supply. Other members are Hon. J. L. Ralston, Minister of National Defense; Hon. J. L. Ilsley, Minister of Finance; Hon. James Gardiner, Minister of Agriculture; Hon. L. S. St. Laurent, Minister of Justice.

Chief Administrative Officer of the Board is Karl C. Fraser, a Canadian who was brought to Ottawa from Washington, where he had served with the United Kingdom's Supply Mission and other bodies associated with international war allocation and supply.

Departmental Spending

But these direct expenditures by departments, especially established to meet wartime needs are by no means all of Canada's war expenditures.

The Department of Agriculture, for instance, has raised its expenditures from $1.4 millions in the 1940 fiscal year to a peak of $25.7 millions in 1941-42, and a current estimate of $14.2 millions. These expenditures by agriculture have largely gone toward stimulating Canada's ever growing flow of foodstuffs to the fighting fronts.

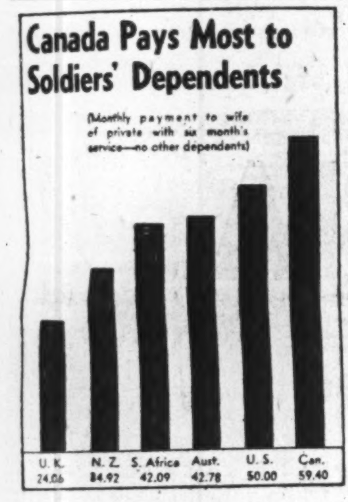
The tremendous increase in the tax machinery, and in the borrowing machinery in connection with Canada's Victory Loans, etc., has raised the costs of the Department of Finance from approximately half a million dollars in 1939-40 to an estimated $143.8 millions for 1943-44.

The Labor Department which used to spend $55,000, now is spending $21.5 millions, largely as a result of the establishment of the National Selective Service and the necessity of handling Canada's manpower problems.

Mines and Resources Department has stepped up its requirements from $18,000 to $10.3 millions in its efforts to stimulate mineral production. The National Research Council which used to spend $121,000, now spends $2.1 millions for a variety of research projects all closely linked with the war efforts.

The net result of these and other departmental expenditures for war among the non-war departments has been to increase the total spendings of these bodies from $5.9 millions in 1939-40 to the current peak of $248.7 millions.

By the time these war expenditures are added to the normal operating costs of the various non-war departments, Canada's total governmental expenditures for the current year are expected to reach approximately $5.5 billions. Half of this total is to be raised by taxation, the remaining half is to be borrowed from the public in long-term bonds.



Canada Pays Most to Soldiers' Dependents

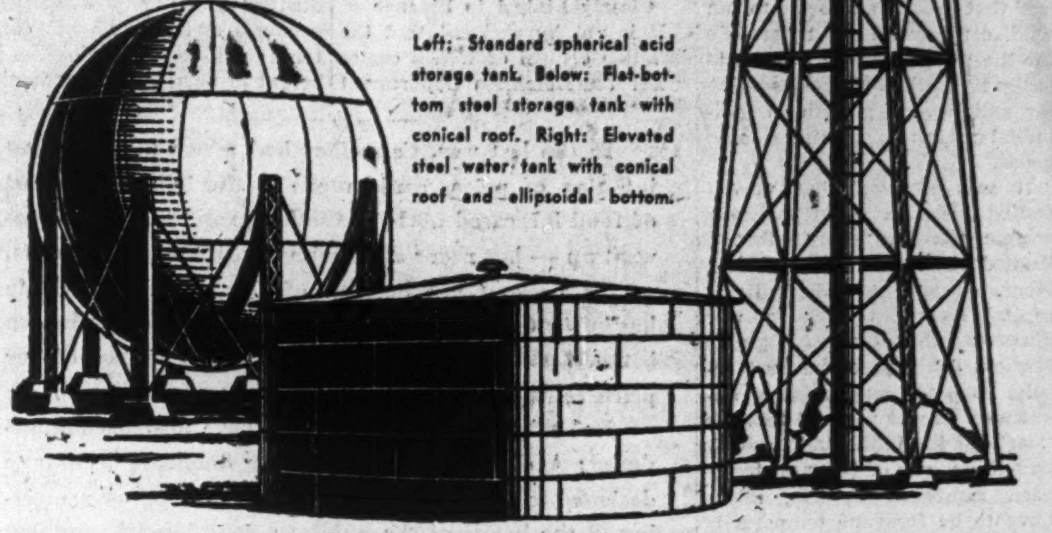
As shown in the above chart, Canada pays more to the wife of a soldier with six months service than do other Empire countries or the United States. Where there are children, the amounts paid by other nations step up sharply, but Canada still holds the lead in all cases:

	Wife and 1 child	Wife and 6 children	Mother only
Canada	$72.60	$118.60	$48.00
United States	62.00	112.00	37.00
Australia	58.80	101.64	42.78
New Zealand	59.10	102.12	24.18
South Africa	48.78	82.23	34.67
Unit. Kingdom	33.22	68.94	27.24

Munitions Output in Canada

(To Sept. 9, 1943)

	Weekly	Total
Ships (escort, cargo, patrol)	6 or more	600
Aircraft	80	9,000
Motor vehicles	4,000	510,000
Armored fighting vehicles including tanks	450	27,500
Guns (barrels or mountings)	940	61,000
Heavy ammunition	525,000	42,000,000
Small arms	13,000	750,000
Small arms ammunition	25,000,000	2,500,000,000
Chemicals and explosives	10,000 tons	900,000 tons
Instruments and signals equipment	$4,300,000	$240,000,000

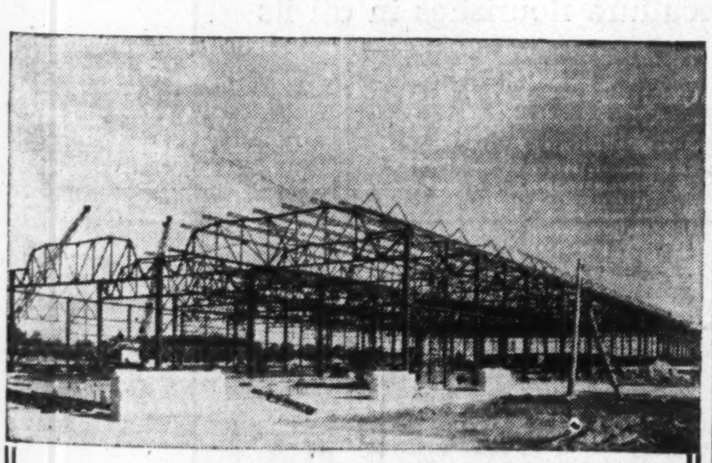


STEEL TANKS AND PLATE WORK

During peace times we specialize in the building of tanks and steel plate work. Installations include elevated steel tanks to provide gravity water pressure for general service and fire protection; flat-bottom tanks for the storage of oil, water and other liquids; spherical tanks for ammonia and acids; processing tanks; steel bins; steel smokestacks; breechings; and steel pipe. When steel is again available for general use we will appreciate the opportunity of submitting tenders on any of this type of work you may contemplate installing.

Left: Standard spherical acid storage tank. Below: Flat-bottom steel storage tank with conical roof. Right: Elevated steel water tank with conical roof and ellipsoidal bottom.

HORTON STEEL WORKS LIMITED
TORONTO, ONT. FORT ERIE, ONT. MONTREAL, QUE.
Representatives:
Mumford Medland, Ltd., Winnipeg — Gordon N. Russell, Vancouver



An Aircraft Plant in Ontario, for which the steel was fabricated and erected by SARNIA BRIDGE COMPANY LIMITED.

STEEL

- - - - for every construction purpose!

DESIGNERS-FABRICATORS-ERECTORS, Sarnia Bridge Company provides a specialized courteous service with regard to all structural steel work. For factories, aircraft hangars . . . steel and its fabrication for ordnance equipment . . . for buildings, bridges, head-frames, bins, hoppers, etc. ALL requirements for riveted or welded structural steel, may be obtained from this single reliable source.

Our Engineering Department will be pleased to work with you on your engineering problems. Inquiries invited.

SARNIA BRIDGE
CO., LIMITED
SARNIA · CANADA
BRANCHES AT TORONTO AND MONTREAL

Fifth Victory Loan

Be Ready to Subscribe
Oct. 18—Nov. 6

ENGINES BY
WRIGHT
AIRCRAFT BY
LOCKHEED
CANADIAN PACIFIC
TRAVEL BY
Canadian Pacific
AIR LINES
"Wings of the World's Greatest Travel System"

WRIGHT Aviation Engines are being used to power units in the Canadian Pacific Air Lines fleet of Lockheed Lodestars now flying on total war transport.

We at Wright deem it a privilege to be associated with the "Wings of the World's Greatest Travel System."

CANADIAN WRIGHT LIMITED
Head Office—MONTREAL Branch Office—VANCOUVER
Exclusive Licensee in Canada and Newfoundland for
Wright Aeronautical Corporation, Paterson, New Jersey

How Canada Fights Inflation

Well Aware of Dangers, Strong Steps Were Taken Early

When Canada declared war, Sept. 10, 1939, the danger of uncontrolled inflation arising out of huge government wartime spending was recognized. It was realized that inflation, allowed to run wild, could mean great hardship for the general public who could easily find prices of goods soaring far and beyond growth in individual means to purchase those goods.

It was realized that uncontrolled inflation could seriously cripple the war effort; that a studied division of raw materials, labor, equipment and available capital resources between war purposes and essential public services could give the best results from the standpoint of all-out war. It was realized that the liberty of the individual to do as he wanted, one of the most treasured rights in Canada, might have to be foregone temporarily in the interests of winning the war; that uncontrolled spending could not be allowed to result in chaos.

Controlling inflation in Canada was not expected to be simple. It has not proved simple in practice. It has, however, been possible. To achieve the objective, Canada, in her fight against inflation has opened not only a second but a third, fourth, and fifth "fronts."

Controls Exercised

Besides exercising a broad degree of control over prices through the Wartime Prices and Trade Board, the Dominion has instituted numerous other anti-inflationary controls:

A technique of war financing which tends to minimize the possibilities of inflation;

A strict control over new capital expenditures;

A program for harnessing womanpower as the manpower situation has become more acute; and

The wage ceiling which is regarded as fundamental to maintenance of the retail price ceiling.

Wartime Prices and Trade Board, Canada's major anti-inflation body, was created Sept. 3, 1939, a few days before Canada officially declared war on Germany. With degree of control over the Canadian economy gradually extended, personnel of the board has been increased from 154 on Nov. 30, 1941, to over 5,000 at the present time.

Early Stages

In the first two years of its operations, the board followed the policy of controlling selected prices and making special provisions for overcoming difficulties of supply. Higher ocean freight and insurance rates, the depreciation of the Canadian dollar, and imposition of a 10% war exchange tax were the chief concerns.

But by the fall of 1941, signs of an inflationary rise of prices could be plainly seen on the horizon, and the degree of control exercised by the board over the Canadian economy was greatly extended when on Oct. 18, 1941, an overall price "ceiling" was announced under which prices of all goods and most services were not to be increased unless specifically authorized by the board.

A ceiling already in effect on rents in certain specified areas was extended to rents for all property excepting farm lands.

Simultaneously, the government froze wages and salaries, subject only to a wartime cost-of-living bonus based on the rise in the cost of living.

WPTB Activities

Policing of the price ceiling has been one of the major jobs of WPTB on the anti-inflation front, but numerous other activities of the board have unquestionably been of prime importance in holding down the overall rise in prices.

Simplification of production methods has played an important part in holding costs to levels at which goods must be sold under the ceiling.

The placing of credit buying under strict control has played an important part in equating demand with available supply.

Special administrators for key consumer products such as sugar and wool, have arranged equitable distribution of available supplies at reasonable prices.

By payment of over $60 millions of subsidies on products such as leather footwear, groceries, canned goods, milk and butter, an adequate supply of these products has been assured to consumers under the price ceiling.

Rationing of essential goods such as meat, butter, tea, sugar, and coffee has been used to control consumption and assure fair distribution.

Payment of subsidies has been a part of a definite policy adopted to hold down the price index—and the cost-of-living bonus. If subsidies had not been introduced, wages, under our wartime labor policy, would have been increased further and the squeeze on business generally would have become greater thereby threatening the price ceiling.

Closely Linked to Finance

It is not by accident that the inflation control of WPTB comes under the Dominion Department of Finance. On the methods by which Canada finances the war depends, in large part, the success with which the fight against inflation can be waged by price control.

In the last war, Canadians had a real taste of what inflation of prices could mean to the individual. Cost of food increased 68.1%. Clothing rose 63.4%. Wages went up — but never did catch up with the rise in prices.

To prevent a repetition of this situation, Canada has instituted far-reaching controls this war. Best known is the Wartime Prices and Trade Board, guardian of our price ceiling.

But other important controls have also been introduced: A ceiling on wages; a war financing technique designed to prevent too much purchasing power remaining in the hands of the public; a conscious channelling of available resources into war work; a rigid control of foreign exchange, etc. The story of inflation control is one of the most dramatic to come out of this war.

The decision to pay as large a part of the costs of the war as possible by taxation has been of fundamental importance to the over-all struggle against inflation. A large part of war-swollen incomes has been tapped off by increased personal and corporate taxation, reducing the volume of money available for spending for purposes non-essential to the war effort. Almost half of Canada's huge war bill is being met by taxes as shown by Canada's record of war spending below:

Years ended Mar. 31	Total Dominion Expenditures ($ millions)	Raised by Revenue & Taxes %
1940	681	82
1941	1,250	70
1942	1,885	79
1943	4,470	49
1944 (est.)	5,500	46

Over-subscription of all four of Canada's loans to date has made possible the funding of the great bulk of Canada's war expenditures which it has not been possible to finance from current revenues. Studied in relation with the table above, it will be seen from the war loan figures below how the great bulk of Canada's war cost has been met from either revenues and taxes or war loans.

Loan	Total Subscriptions ($ millions)	No. of Subscribers
War Loan I	250	178,363
War Loan II	325	150,890
Victory Loan I	837	968,259
Victory Loan II	997	1,681,267
Victory Loan III	992	2,041,610
Victory Loan IV	1,309	2,669,111

One of the key points has been the emphasis on the small investor in floating later loans. It was realized that many small individuals were finding themselves with a much greater volume of cash due to the vast scale of war spending. As a result of a carefully-developed program, the small investors' enlarged savings have been tapped and a possible source of inflation has been eliminated.

The fact that the Dominion has been able to borrow at 3% interest, and even less, has eased the drain on government revenues to meet high interest charges. In the Great War, 5½% interest payments were necessary; many bonds were of the tax-free type.

Bank of Canada

Unquestionably, the Bank of Canada has been able to provide invaluable assistance to the Department of Finance in financing this war at low interest rates. When revenues and bond proceeds have been insufficient to meet war and peace expenditures, the Bank of Canada has assisted in the marketing of deposit certificates, an operation which is subject to close control and avoids most of the dangers of "printing press money."

Taxation was only gradually raised to its present high level with the two-fold objective of curbing inflation and raising revenue. At the beginning of the war, credit expansion was given a comparatively free rein as there were certain unemployed resources which it was desired to bring into play. As these resources gradually came into full employment—and as war finance requirements increased—taxation was gradually increased preventing a disastrous upward spiral of prices arising out of excess purchasing power.

Even larger taxes and war loans proved inadequate in the process of sterilizing altogether purchasing power in the minds of the public, however, so Canada resorted to still another expedient—compulsory savings. This country was one of the first in the world to adopt this deflationary revenue-raising technique.

Much of responsibility for eliminating non-essential economic activity has been exercised by the Department of Munitions & Supply.

Restriction of the country's production to war material, essential products and services has countered the inflation possibilities inherent in unrestricted production at a time when the volume of purchasing power for non-essential items has soared to record heights.

The Controller of Construction, through his licensing of all new construction, has lessened dissipation of resources for peacetime projects when conservation of both labor and materials is necessary.

Allocation of available supplies of raw materials to industries in accordance with their importance to the war effort, or their essentiality from a home front standpoint, has represented the conscious direction of the public away from inflation at numerous points. Civilian whim has given place to planned direction with an all-out war effort as the objective.

With large numbers of men needed for the armed services and war industry, women have filled the gap on the labor front. Transfer of the housewife from the home to the factory, achieved partly by the voluntary action of women on their own, partly through appeals of government officials, has had satisfactory anti-inflation results.

One of the most difficult controls of Canada's anti-inflationary machinery to administer has been the ceiling on wages. Many labor groups have considered that they are entitled to special wage treatment, hundreds of cases have come before War Labor Boards for decisions. Many increases have been conceded and Donald Gordon, WPTB chairman, has pointed out that such increases present a serious threat to maintenance of the price ceiling.

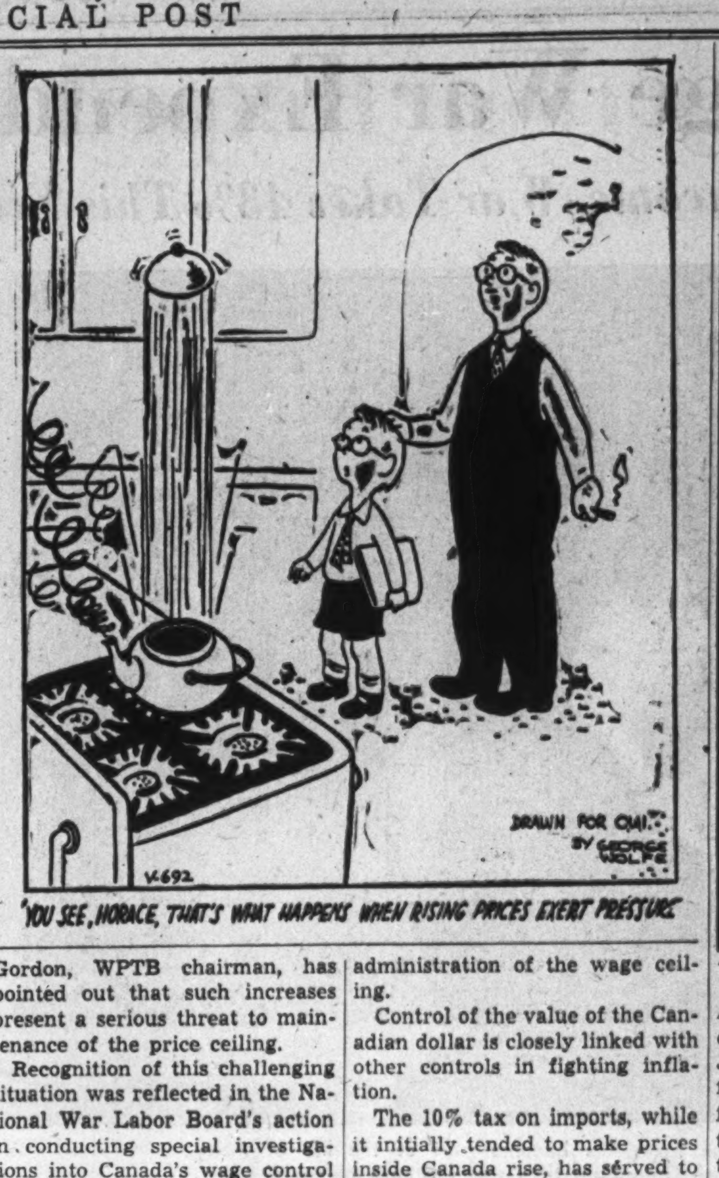
Recognition of this challenging situation was reflected in the National War Labor Board's action in conducting special investigations into Canada's wage control policies. The continued control of inflation within Canada appears to be directly tied in with future administration of the wage ceiling.

Control of the value of the Canadian dollar is closely linked with other controls in fighting inflation.

The 10% tax on imports, while it initially tended to make prices inside Canada rise, has served to restrict foreign purchases and has consequently aided in maintaining our foreign exchange position.

The Hyde Park agreement of April, 1941, and the U. S.-Canada decision of June 17, 1942, to set up Joint Economic Committees, went far to strengthen the Canadian foreign exchange position. Inflation does not now appear likely to arise through any extensive depreciation of the Canadian currency unit.

Marked success has attended Canada's fight against inflation even though considerable increases in costs of some products have occurred. Cost-of-living in Canada rose 1.9% between Nov., 1941, and summer, 1943, according to the Dominion Bureau of Statistics index. This compared with 11.5% for South Africa, 13.5% for the United States and 13.9% for Australia.


DRAWN FOR CMI. BY GEORGE WOLFE
V-692

'YOU SEE, HORACE, THAT'S WHAT HAPPENS WHEN RISING PRICES EXERT PRESSURE

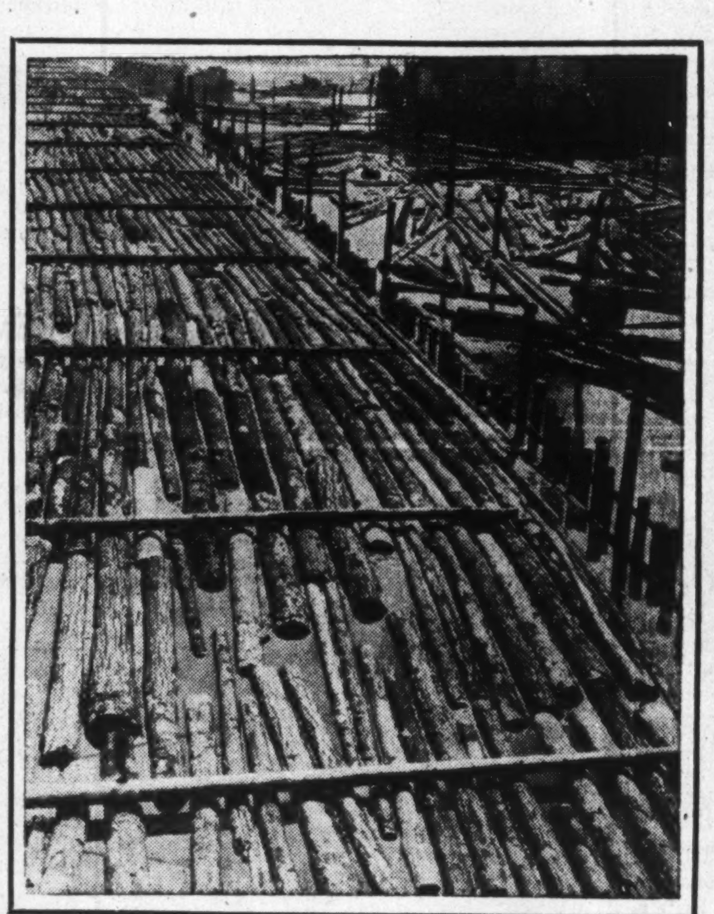
WESTMINSTER SUPPLIES *for* WAR NEEDS...

STEAM CARGO WINCHES
GUN PLATFORMS
WATERTIGHT DOORS
CARGO HATCH COVERS
HAWSER REELS
COAL BUNKER HATCHES
MACHINE GUN TOWERS
FABRICATED MACHINERY SEATINGS
AMMUNITION DOORS

For Industrial Needs:

Logging Donkeys
Motor Rail Cars
Lumber Pilers
Lumber Carriers
Box Cutoff Saws
Hoisting Engines
Boom Winches
Logging Trailers

Westminster Iron Works Co.
LTD.
66—10th STREET, NEW WESTMINSTER



INDUSTRIAL BRITISH COLUMBIA

As a producer of manufactured goods, British Columbia ranks third among the Provinces

Its products range from the heaviest machinery to the tiniest part, from structural timber to processed foods, from ships to shoes and shingles.

The finest Softwood stand in the British Empire supports a huge Logging and Lumbering Industry. Richly mineralized in every part, Mining is a paramount activity. Agriculture flourishes in all its branches. Commercial Fishing gives employment to many thousands.

Its industrial situation is strikingly revealed by the following figures—

Year	Logging and Lumbering	Mining	Agriculture	Fishing
1938	$ 67,100,000	$ 64,500,000	$ 47,800,000	$ 18,600,000
1939	88,221,000	65,700,000	49,400,000	17,700,000
1940	102,800,000	75,353,000	52,300,000	22,000,000
1941	120,000,000	78,500,000	58,500,000	30,000,000
1942	124,720,000	75,000,000	64,000,000	31,000,000

British Columbia's industrial payroll for 1942 was $303,000,000, an astounding figure for a Province with a population of some 800,000, and more than $63,000,000 in excess of the payroll for 1941.

Shipbuilding went far to swell the total, but from the very outbreak of hostilities British Columbia's whole industrial organization has been geared to the war effort, and has been conspicuous for the readiness with which it has adapted itself to the changes imposed by War's demands.

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA

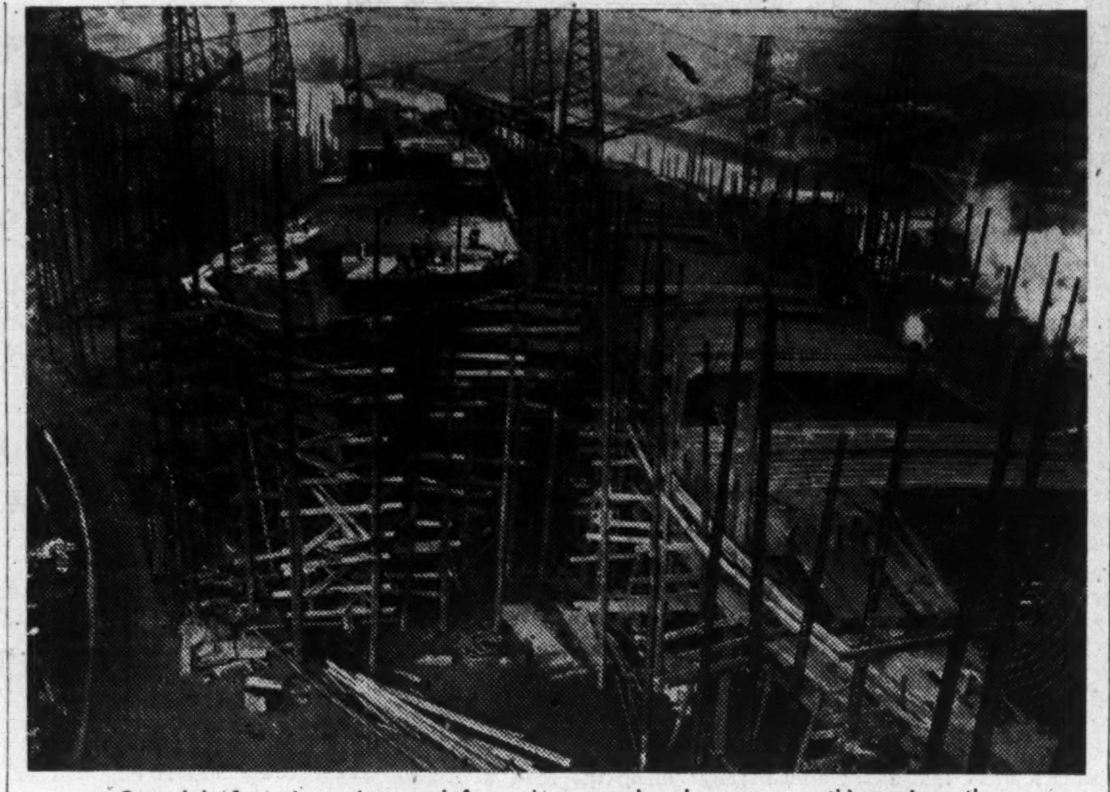
Canada's Production Record

It's the Kind of War Production That Is Significant

Twenty-five years ago the Dominion of Canada was putting the finishing touches on a war production record that was unparalleled for this country, and that up to that time has seldom been equalled anywhere in the world by a nation of Canada's size and development. A total of slightly over $1 billion in munitions had been produced and exported. Canada had manufactured nearly every type of shell from the 18-pounder to the 9.2 inch, and had developed a vast explosive industry.

Tremendous Effort

In the case of the 18-pounder shell, no less than 55% of the output of shrapnel shells in the last six months of 1917 came from Canada, and most of these were complete rounds of ammunition which went direct to France. Canada also contributed 42% of the total 4.5 inch shells, 27% of the 6 inch shells, 20% of the 60-pounder high explosive shells and so on. This was no mean contribution for a nation of slightly over 8 million people which had, at the outbreak of war, little more than confirmed its grasp of its more accessible agricultural lands.



Canada's factories, mines and farms have produced many new things since the war started. In no line has progress been more marked than in shipbuilding.

The infant industry of the young Dominion had grown phenomenally. The number of manufacturing firms increased 68%, and the total capital employed increased 50% during the four years of war. There was a growth of 86% in nickel production and iron output climbed 53%. The amount of electrical energy generated in the Dominion was doubled.

Springing from a period of relatively low industrialization, these sharp percentage expansions did not involve as large and absolute increase as would appear, but they undoubtedly created the framework on which the peacetime industrial fabric of Canada was to develop, and out of which ultimately came the much larger and more comprehensive war effort of the current struggle.

By contrast, the relative growth of Canadian industry in World War II has not been as great in certain key projects. For example, the capital employed in manufacturing industry had, by 1941, only expanded 40.8% as compared with 50% in the first world war. The expansion in electrical power will reach approximately 23% by the end of the year as compared with 104% in World War I. Nickel production, starting from a much higher base, has increased approximately 60% in contrast with the 86% growth of World War 1, and the growth of World War II has not been in the number of firms engaged, so much as in the growth of the firms already established. At the end of 1941, there were only 45% more manufacturing firms in Canada than there had been before the war, whereas the growth in the number of firms in World War I reached 68%.

But by other, and possibly more significant measurements, the growth in World War II has outstripped that of the earlier struggle. The number of employees in manufacturing industry has increased 50% as compared with 36% in World War I. Iron output has risen 161% as against 53%. And the $6.5 billions' worth of munitions already produced in this war compares very favorably with the $1 billion which was turned out during the whole of the previous struggle when inflation was practically uncontrolled.

Even in the last war Canada's production of war materials was noteworthy. But now it completely eclipses the old accomplishments.

It has been a different type of growth, starting as it did from a country much further advanced industrially than was the Canada of 1914.

Canada has, for example, become a major shipbuilding nation; established an important aircraft manufacturing industry; developed a great chemical industry. All this will leave a mark on the country's postwar strength even as did the industrial stimulus of the last war.

Although development of our explosives and chemical industry in the last war was of major proportions, the total production amounted to only some 55,600 tons as compared with 800,000 tons in the first four years of this war. We have produced over 600 ships in this war as against 101 during the last war. We have turned out over 8,000 airplanes compared with 2,500 of the vastly simpler aircraft that were built in Canada in 1914 to 1918. We have over one million Canadians working on direct war orders, and over one million on high priority production as compared with a total of 200,000 to 300,000 on war work in the last war. And while we were able to announce at the end of 1918 that some 30,000 women had taken jobs in munitions work, the total today shows 216,000 in direct war work, while another 406,000 are engaged in high priority occupations.

In the above comparisons, Canada's production in the first world war gets the most favorable possible treatment, since there is no distinction made between the types of items then produced and those currently rolling from Canadian factories. For example, the 101 ships produced then totalled only 360,000 tons capacity, while in cargo vessels alone, Canada's total for this war is past the two million ton mark. Moreover, 58 of the vessels produced in the first world war were of wooden construction, whereas only about 100 of the 600 ships now produced by Canada are classed as wooden patrol boats.

Here are some of the facts of Canada's war production as released recently by Hon. C. D. Howe, Minister of Munitions and Supply:

The beginning of the fifth year of war finds Canada at the peak of its production program with a weekly output of more than $55 millions worth of munitions.

In the four years since Sept., 1939, the Dominion has undergone an industrial transformation which, under normal circumstances, could not have taken place in less than 25 years. More than $800 millions has been spent on hundreds of new plants and thousands of new machines. Some peacetime industries have expanded to two, five, and even ten times their former size.

By the end of this year Canada will have launched approximately 750 ships, and delivered more than 10,000 aircraft. Military vehicle production will have passed the 600,000 mark, and armored fighting vehicle output the 35,000 level. The nation will have turned out nearly 100,000 guns, barrels, and mountings, as well as one million small arms. It will have manufactured more than one million tons of explosives and war chemicals; some 60 million complete rounds of heavy ammunition, and well in excess of three billion rounds of small arms ammunition. The total dollar value of the instruments and communications material output will be nearing $800 millions.

Within four years, Canada has become a great nation of shipbuilders. When the 200th Canadian 10,000-ton cargo ship was launched in August, there had been built within two years a fleet of freighters equal to 10% of the total merchant tonnage of Great Britain at the beginning of the war. In 23 major shipyards, 65 smaller boatyards, and in the large component industry which supplies their requirements, the Dominion employs in the neighborhod of 100,000 people. More than 600 ships have been sent down the ways since the beginning of the war, including merchant vessels, frigates, corvettes, minesweepers, and patrol vessels. Over-all commitments for shipbuilding in the Dominion total $1 billion, of which about one half is earmarked for cargo vessel construction, more than $15 millions for small boats, $15 millions for ship repair and overhaul, and the balance for escort and fighting ships.

Under Canada's wartime aircraft production program, more than 9,000 planes have been delivered. Nine types of aircraft — four trainers, four service planes, and one transport—are in production. Early in August the first Lancaster was turned out. There are also being built the famed Mosquito twin-engined fighter-bomber, the Catalina patrol bomber, and the Curtiss Helldiver. Employed in the Canadian aircraft industry and component factories are 100,000 workers, more than one quarter of whom are women. In addition, the Dominion has created a giant overhaul industry to repair the thousands of planes now in use in Canada.

In June, the automotive industry of Canada delivered to the armed forces the 500,000th vehicle produced for them since the beginning of the war. More than 100 types of vehicles are being turned out, including ambulances, transports of all kinds, special service lorries, artillery tractors, water purifiers, wireless trucks, and refuelling tenders. Canadian-built military vehicles are seeing action on all theatres of war and their performance has earned them high praise.

In the field of fighting vehicles, the Dominion is also playing a major role, turning out universal carriers, scout cars, armored cars, and reconnaissance cars, as well as tanks and self-propelled artillery. Of the two types of tanks produced in Canada, one the Valentine, is no longer being manufactured, but 1,400 units, the entire production have been shipped to Russia. The Ram M-3 cruiser tank has also been abandoned in favor of the M-4 tank, a type standard for the United States, British, and Canadian armies.

Guns and Small Arms

Recently, the John Inglis Co., Canada's largest ordnance manufacturer, delivered its 100,000th Bren gun, and prepared to go into the production of a 9mm Browning pistol, as well as barrels for a .303 inch Vickers machine gun and 20mm. anti-aircraft cannons. The Inglis plant has also delivered 50,000 anti-tank rifles and 33,000 aircraft machine guns. Small Arms Limited is turning out 35,000 army rifles per month, and this is being stepped up to 40,000. Sten guns are being produced in the same plant at the rate of 6,000 per month. Other types being produced in various Canadian arsenals are Vickers .5-inch machine guns, 2-inch bomb throwers, 2-inch and 3-inch trench mortars, and .22 training rifles.

Types of land guns built in Canada are the famed 25-pounder artillery field piece, the Bofors and 3.7-inch anti-aircraft guns, and the 6-pounder tank and anti-tank gun. All these are manufactured complete with mobile mountings, spare barrels, and spare parts. Canadian plants are also producing another type of army gun carriage, two other types of gun barrels, and are tooling up to produce a 20-mm army universal gun mount.

Naval mountings built in the Dominion are twins and singles for Oerlikon guns, quadruples, for 2-pounder pom-pom guns, twins for Vickers naval machine guns, singles and two types of twins for 4-inch guns, mounts for another type of naval anti-aircraft guns and mountings for Lewis machine guns. The balance of the order for 12-pounder gun mountings is now being completed. Naval guns produced are the 2-pounder pom-pom, and two types of 4-inch guns.

Ammunition and Explosives

Canada manufactures ammunition of many types, ranging from 9mm Sten ammunition weighing a couple of ounces to heavy howitzer shells which weigh more than 300 pounds. Every week, factories are delivering more than half a million complete rounds of heavy ammunition, and in excess of 25 million rounds of small arms ammunition. Production includes bombs, depth charges, anti-tank mines, grenades, and shell components such as cartridge cases, fuses, gaines, and primers. Scores of components for naval torpedoes are also being produced in Canada.

To fill the shells, bombs, depth charges, fire the bullets and propel the ammunition, the Dominion turns out a wide range of explosives and a wider range of chemical intermediates and constituents. Output of explosives will shortly reach the 1 million-ton level. More than 50,000 people are engaged in this vast industry, nearly half of them on ammunition filled alone. More than 70 types of military pyrotechnics are being made.

Communications Material

Canada has become a major source of United Nations supply in the field of instruments and communications equipment. The Dominion is responsible for seven major developments in the field of signals material, including a "walkie-talkie" and a field radio station with a range of more than 100 miles. Canadian electrical factories are turning out every type of communications material which is needed for ships, planes, and military vehicles.

Construction

Apart from erecting and equipping war plants, the Department is also entrusted with the task of providing accommodation for the services, such as army barracks, air force establishments, and naval stations, as well as the construction of airfields, defense emplacements, and dwellings for industrial warworkers.

Air Force Statistics

Pre-war strength	Approximately 4,000
Strength at May 14, 1943	180,172
Discharges, retirements and resignations	More than 13,200
Casualties	More than 7,050
Personnel to be enlisted during fiscal year ending March 31, 1944 (excluding Women's Division)	Approximately 53,000
R.C.A.F. personnel sent overseas	More than 40,000
Number of R.C.A.F. squadrons established overseas	32
Total number of R.C.A.F. squadrons to be established overseas	38
Hours flown on operations by R.C.A.F. overseas during April, 1943	More than 10,000
Average strength of home war establishment in the year ended March 31, 1943	Approximately 23,500
Projected average strength of home war establishment during the year ending March 31, 1944	Approximately 35,000
Anticipated over-all increase in home war establishment aircraft, air crew and hours flown	Nearly 100%

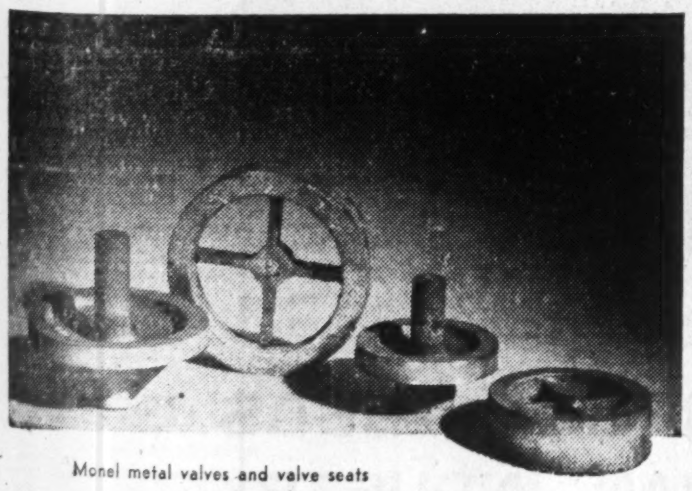
Operational work by home war establishment personnel:

	Hours	Crashes	Fatalities
1939 and 1940	14,300	6	11
1941	25,980	8	28
1942	94,450	22	77

Nautical miles flown by eastern air command anti-submarine squadrons during 1942	More than 5,000,000
Number of sailings of vessels escorted by eastern air command anti-submarine squadrons during 1942	More than 12,000
Ships sunk within 300 miles of Canadian coast while escorted by R.C.A.F.	Less than 3%
Strength of Women's Division	More than 12,300
Strength of Air Cadets	More than 22,000

Detailed cash requirements of the R.C.A.F. for the fiscal year 1943-44, compared with probable expenditure for 1942-43:

	1942-1943	1943-1944	Increases
B.C.A.T.P.	$410,825,000	$445,335,845	$ 34,510,845
Western Hemisphere operation	172,050,238	300,834,882	128,784,644
Overseas war establishment	20,244,600	383,250,687	363,006,087
Totals	$603,119,838	$1,129,421,414	$526,301,576



Monel metal valves and valve seats

Castings of monel metal are admittedly difficult to make — yet the castings illustrated above and others of various kinds and dimensions are regular productions of Tallman craftsmen.

Our experience and facilities in producing castings in non-ferrous metals of all kinds enable us to serve Canadian industry with the kind of workmanship that shows a high degree of skill.

MONEL METAL CASTINGS AND CASTINGS IN ALL OTHER NON-FERROUS METALS . .

A·H·TALLMAN Bronze COMPANY, LIMITED
HAMILTON · CANADA

Fifth Victory Loan

Be Ready to Subscribe
Oct. 18—Nov. 6

DOWN THE WAYS . . . to VICTORY!

For the duration J. J. TAYLOR & SONS LTD. will make seagoing craft for the Royal Canadian Navy.

After the war Taylor Craft will again speed across the waves. We build pleasure boats and all types of commercial vessels up to 135 feet.

We also have a complete Marine Yard service with up-to-date equipment, including crane and electrically operated railway.

Established in Toronto in 1904

Member of The Ontario Fairmile Association

TAYLOR-CRAFT

J. J. TAYLOR & SONS LTD.
ON THE WESTERN CHANNEL—TORONTO
Elgin 3701 — Holidays HA. 7579

When VICTORY is won!

Victory will not be attributed to any one person or industrial organization, but to thousands of people in the services and at home, who did "only their best." Sorel castings are playing their part in Sicily and elsewhere in corvettes, minesweepers and merchantmen, also in the extraction of base metals for the vital requirements of war industry.

SOREL STEEL FOUNDRIES LIMITED

JOS. SIMARD, *Chairman of the Board*
A. L. SIMARD, *President*
P. H. DESROSIERS, *Managing Director*

Executive Offices Montreal
General Offices & Plant Sorel, P.Q.

OFF THE LINE — ON TIME

Fairchild Aircraft is proud of its conversion from the production of the Bolingbroke Bomber to the United States Navy Curtiss Hell-Diver, and of its performance in delivering these highly important weapons of attack on schedule.

The Curtiss Hell-Diver is especially designed, armored and equipped to fight the enemy in his own territory and Fairchild takes just pride in its contribution to the United Nations' war effort.

FAIRCHILD AIRCRAFT LIMITED
LONGUEUIL (Montreal), QUE
Bolingbroke Bombers . . . Curtiss Hell-Divers

Mobilizing Industry For War

Productive Power Organized to Turn Out Munitions

Construction of new plants to produce new materials and goods is bound to have a permanent effect on Canada's economy. It has added greatly to our steel output; multiplied our aluminum production. We have added such metals as magnesium to our list; started to make synthetic rubber; found many new uses for our lumber such as plywood. What final place such developments will have in the postwar Canada may not be clear yet but that it will be important must be recognized.

Most of Canada's wartime industrial revolution has taken the form of harnessing existing assets, plant, equipment, "know-how" — mobilizing our latent productive power.

But side by side with that mobilization program has gone a progressive development of Canada's physical resources, construction of new plant to produce new products and materials, most of which had previously been imported. The development of these new materials, iron and steel, aluminum, magnesium, and so forth is bound to have a permanent effect on the Dominion's economy. Even if the greater part of wartime industry should be allowed to wither, the basic capacity to produce, the sinews of industry represented by increased material resources, will mold the country's economic destiny.

More Steel

Before the war, Canada's capacity to produce steel amounted to two tons for every ten Canadians—now we can make three. (Annual totals: pre-war, 2,300,000 tons; end of 1942, 3,400,000 tons.) Of the increase, 500,000 tons represents special alloy steels—mixtures of nickel and molybdenum and chrome and tungsten with steel—needed to provide the cutting edges in machine tools, to build gun barrels and armor plate. Before the war, Canada was only able to turn out 15,000 tons of these steels a year, depended heavily on the United States. The production of these new steels is concentrated at Atlas Steel Corp. in Welland, Ont. The plant existed before the war but has been enlarged tremendously to meet the new demands.

Output of these and less fancy steels has increased at all the big mills, and along with the increase in output has gone an improvement in quality. With larger orders to work on, and the knowledge that all the steel in a "batch" would be for one purpose, the steelmakers have been able to adapt their methods to get a tougher, stronger, more uniform product.

More Aluminum and Magnesium

Capacity to make aluminum has grown even faster than that for steel. In 1939 we turned out 82,800 tons of aluminum—by the end of 1943, our capacity will be approximately 500,000 tons a year. This compares with an estimated capacity of 300,000 tons for Germany immediately before the war—Canadian output is greater than that of the entire Axis.

Before the war, aluminum sold at 20 cents a pound. Today you can buy it for 15 cents, and there is a distinct possibility that the price will be brought still lower. If that happens, you will probably see the metal taking the place of other metals to an important degree. For example, a few years before the war aluminum cost about twice as much as copper—today it costs only 1½ times as much in Canada and sells for very nearly the same price in the United States.

Main reason for the big jump in aluminum production is, of course, the increase in airplane manufacture. The same industry has been largely responsible for the establishment of a new industry—magnesium. This light metal is being turned out, about ten tons daily, by the Dominion Magnesium Co. at Renfrew, Ont. The Renfrew plant cost the Dominion some $4.2 millions in advances, and it's not clear yet what the metal will cost per pound on a commercial basis. The Canadian plant uses a Canadian process developed by Dr. Lloyd Pidgeon of the National Research Council. The basic material is dolomite, one of the more common rocks of the great pre-Cambrian shield which covers northern Canada east of the Mackenzie River. If the process proves economical, there is almost no limit to the quantity of magnesium Canada could produce.

Future Uses

Just how much use we can make in the future of these two light metals is difficult to foretell. Both have wide application and can be made as tough and strong as common steels through the proper alloys. Raw materials for both of them are relatively cheap and almost unlimited in quantity. Bauxite, the material from which aluminum is made can be found widely and dug cheaply throughout the tropics (we now get most of it from British Guiana in South America) and the electricity to treat it is provided almost automatically by our great reserves of waterpower.

Consequently, the prospect is that both of these metals will become steadily less expensive, while the metals which have to be mined run into increasing costs as ore bodies peter out. Barring new discoveries of rich, cheaply mined ores for other metals, the probabilities are that we may gradually come to live in a world of aluminum with magnesium trimmings. If this dream comes true, there will still be room for most of the other metals. Used as alloys they will impart extra strength to the light metals.

Synthetic Rubber

Another important new material for Canada will be synthetic rubber. In gigantic new plants at Sarnia, Ontario, the tanks and cracking towers needed to make rubber out of petroleum are now near completion. By fall of 1943, the first rubber is expected to be produced. Altogether, between $40 and $45 millions will have been spent on the plant, and from it will come 34,000 long tons of Buna rubber and 7,000 tons of Butyl rubber each year. In normal years, Canada used to import 30,000 to 40,000 tons of rubber a year.

How much this rubber will cost us will depend to a great extent on how long we keep the Sarnia plant (which goes by the name of Polymer Corporation) operating. If it only runs for a year, for example, all the capital spent on the plant would have to be applied against the rubber produced in that year. This would mean that the rubber costs us at least 50 cents a pound for capital alone, plus the cost of the raw materials and labor to make it. But if we keep the plant running for a number of years, the capital cost will be spread over a larger and larger quantity of rubber.

Plywood

Canada's lumber has had two main jobs in this war. First came the need for substitutes for metal. Wooden beams replaced steel in many of the new war plants and in the houses that were built around them, and are functioning in a score of unusual roles from bicycle pedals to gasoline tanks.

But the most lasting achievement of wood during the war has been the development of plywood. Entirely on its own merits, plywood has been chosen for the skin of the fast Mosquito bomber. Light and readily molded, plywood when pressed into the shape of an aircraft wing or fuselage has a strength comparable to that of aluminum.

Plywood has been used before, but seldom with such success. The secret of today's performance lies in new glues (plywood is a sort of wooden club sandwich with glue for a filling) of cellulose and casein, and the new method of forcing the plywood over a wooden or metal mold and drying it permanently into shape by means of infra-red lamps.

Another factor which will probably give plywood a major place in tomorrow's world is that it saves lumber. Instead of having to take lumber from the heart of a tree-trunk, the plywood makers shave the trunk in somewhat the same manner that a single-blade pencil sharpener does, gradually paring it down until only a small part of the original trunk is left. By sandwiching one long ribbon of wood with others, the grain being placed in different directions, the plywood maker gets a thin board that is stronger than a board of the same size that is made from one piece of wood.

Molded plywood is bringing similar improvements in furniture and may eventually be used to make a great many things in common use. For example, it should be possible to make a canoe equal to the best now available for about a quarter of the cost. Many of Canada's furniture factories, now making plywood wings and other parts for airplanes will probably continue to use this material after the war in their normal business.

New Ores

When Japan came into the war we lost the tungsten we had been getting from China, the chromium from the Philippines, the tin from Burma. We had already met a sharp cut in the supplies of mercury from Italy and Spain. All these metals are of great importance to Canadian industry, mostly as alloys which give the final touch to the hard, tough metals needed in weapons and machine tools.

To fill the gap, Canadian prospectors stopped looking for gold, began sniffing for strange new ores. Over the past two years they have found a great many promising deposits, some of which have been brought into production. A few of the more important include the Preissac molybdenum property in Quebec, which is to begin milling at 200 tons of ore a day this August, later to step up to 500 tons. At Emerald, B.C., a new tungsten property is to begin milling shortly at a rate of 300 tons a day. The ore body is reputedly the richest yet found in North America. And in B. C. a new mercury mine is now producing enough of this metal to look after all of Canada's needs with a surplus for export. In eastern Ontario, the Black Donald Mine is producing ten tons of finished graphite a day, enough to make Canada self-sufficient in this material.

In Quebec, two properties are producing ore for chromium, greatly easing the shortage in this critical metal. Consolidated Smelters in B. C. is producing about 15% of Canada's tin requirements.

Their Permanent Place

As yet, it is impossible to say whether these new mines and minerals will become a permanent part of Canada's industry. They have been rushed into production for the most part with the aid of government funds and no one can predict how their production costs will stack up against peacetime competition.

More Hydro-electric Power

Behind this big growth in the materials of production lies an equally important development in the power needed to turn the wheels. In 1938, Canada had harnessed 8,190,772 h.p. in her hydro-electric developments. By the end of 1943, a total of 9,900,000 h.p. will have been installed, an over-all growth of almost 25%.

Over two thirds of this increase is represented by the single development at Shipshaw, which has made possible the increase in aluminum production. By the end of this year, the big plants on the Saguenay will be developing 1.2 million h.p., roughly one eighth of Canada's total developed power.

Expansion in the North

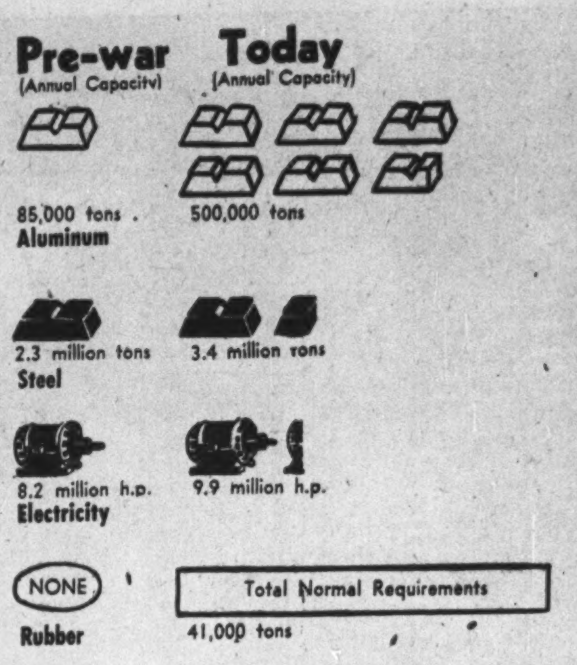
These changes that we have been talking about are changes in the very backbone of Canada's industrial life. There is one more on the list—Canada's new "colony" along the road to Alaska. That vast territory in the Peace and Mackenzie River districts has long been a pet theme of explorers. After the war, and to some extent during it, they will have a chance to prove the possibilities of the northland. The territory has now been opened by the Alaska Highway and its feeder roads, by airfields and river barges, there is still talk of a railway. More oil has been discovered near Fort Norman, and a pipeline is being built to carry it to Whitehorse, Alaska.

Some of these plants will knit themselves into the future fabric of Canada's industrial life, some will be scrapped and others turned to different jobs. Some of our 14 shipyards will doubtless continue to build ships, but shortly after the war there are likely to be too many ships afloat rather than too few. Some of our aircraft plants and repair stations will stay in production, building transport craft, light planes and possibly helicopters. A few of the explosives plants may be converted to other types of production. The chemical plants are expected to convert fairly readily to plastics and peacetime chemicals.

The $6.8 millions plant of Research Enterprise Ltd., which makes optical instruments and radar equipment is expected to continue production for the new age of electronics that appears to lie ahead (radar itself would be an invaluable aid to peacetime aerial navigation). The nylon plant of Canadian Industries Ltd. at Kingston will almost certainly find peacetime markets when it is finished making parachutes for fighting men. And big metal working plants like that of Sorel Industries in Quebec, which now makes the famous 25-pounder guns, will likely find new products, particularly in the light of the wider horizons for Quebec industry that are being opened by the vast growth of her aluminum and power industries.

Sinews of Production

Growth in Canadian Capacity to Supply Basic Needs of Industry



ENGINEERS & MACHINISTS

International Nickel Company Licensees in B.C. for

NI-HARD AND NI-RESIST, IRON, BRASS, ALUMINUM AND MONEL CASTINGS

Canning Equipment, Shingle Mill and Pulp Mill Machinery, General Machine Work and Repairs

LETSON & BURPEE LIMITED

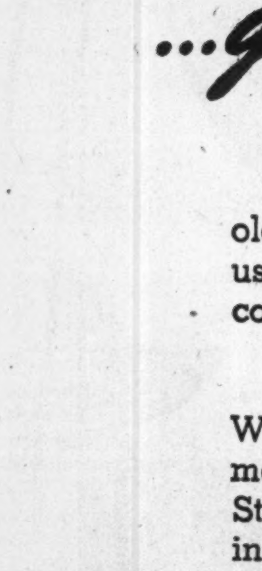
Established 1896

172 ALEXANDER ST., VANCOUVER, B.C.

GOOD ENOUGH FOR BATTLE WAGONS ...good enough for You!

In four years of war, stern necessity has broken down some old ideas. One of these is that only one kind of tubing can be used in equipment that has to stand the terrific strains of battle conditions.

Now practical men know once and for all time, that Electric Welded Steel Tubing as made by Stan-Steel, is equal in performance to tubing made by any other process. You will find Stan-Steel tubing in use on the battlefronts around the world, in Bren Gun Carriers, Trucks, Shells, Bombs, Tanks, Tripods and other munitions. War plants too, rely on Stan-Steel tubing for much of their plant equipment.

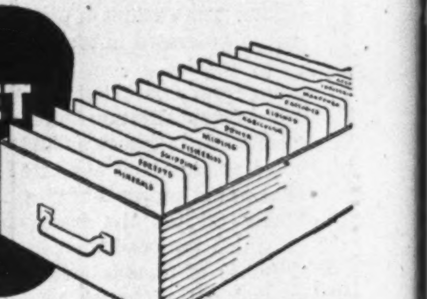


Is there room for improvement in your product or equipment? Better check into that. Write us now for any information you want on tubing.

STAN-STEEL TUBE

STANDARD TUBE COMPANY LIMITED • Woodstock, Ontario

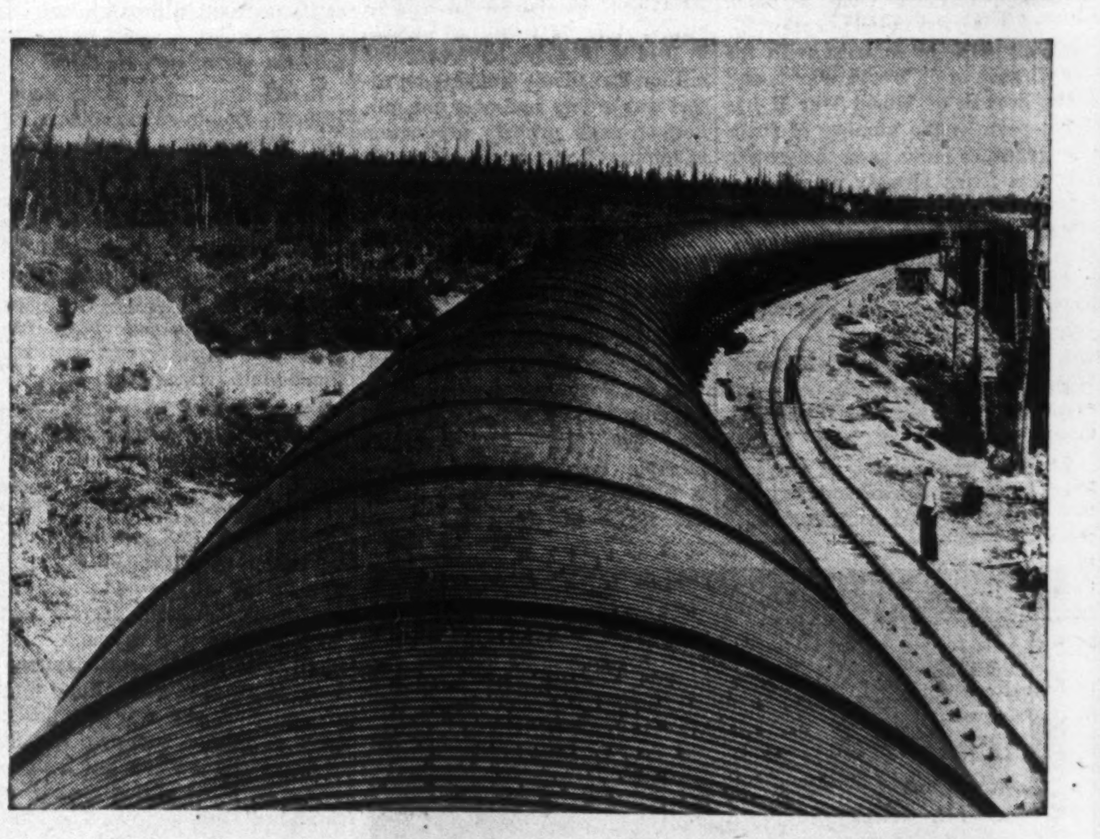
Here's a FILING CABINET ON CANADA FOR YOU!



What information about Canada do you need? Are you interested in raw materials . . . skilled or unskilled labour . . . plant sites . . . power? Are your needs immediate . . . or for the future? Available to you is all the information we have accumulated; our facilities for research and study are at your disposal—without charge. Your enquiry will receive our prompt and confidential attention.

DEPARTMENT OF INDUSTRIAL DEVELOPMENT
MONTREAL TORONTO WINNIPEG CALGARY VANCOUVER

Canadian Pacific



Serving THE WARTIME NEEDS of CANADIAN INDUSTRY

With a reputation for good products and good service extending over a 39-year period, Canadian Wood Pipe & Tanks Ltd. is making its contribution to Canada's War Effort.

Wood Pipe and Tanks in which our exclusive patented features are incorporated, are giving the finest service in war industries from one end of Canada to the other.

In the Service of Industry
SINCE 190

CANADIAN WOOD PIPE & TANKS LIMITED
550 PACIFIC STREET VANCOUVER B.C.

New Industrial Plant for War

Canada Installs New Machines; Builds New Plants

New skills, new methods and new equipment have featured Canada's great industrial war effort. Here a girl worker is gauging small arms ammunition.

Up to last July, Canada had spent over $4.5 billions, better than a whole pre-war year's national income, on munitions for this war alone.

It had achieved this staggering total during a period when some 75% of its million-odd best workers were gradually being absorbed into its armed services.

Canada made this effort while carrying on, and in many cases increasing, its production of foodstuffs, clothing and other basic essentials for itself and its allies. And probably 90% of the items in its production list had never been made in Canada before.

What brought about this "industrial revolution"? Where did all this production come from?

Mostly from the things we already had before the first man joined up "for the duration." We have added to a great many plants, we have built a great many new ones. We have put in new machinery and special types of machinery, in a few cases brand-new industries, using materials that we never used before have been built up.

It would be impossible to list all the special machinery that has been installed, but here is a small example. In one of Canada's arsenals is a machine whose sole job is to pull bullets apart. It cost at least $3,000 and all it does is to take a hopper full of completed rounds, turn them nose first one after the other, pull off the nose and drop the cartridge, powder and ball into separate compartments.

The reason for buying the machine is that whenever the inspectors at the arsenal come across a round or two with dud primers, or deficient powder, they dare not take chances, order enough of the run scrapped to make sure that defective rounds don't reach the front lines. Normally, the percentage of bullets that reach the final stage with any defects is exceedingly small. But when you're making them by the billion, the duds begin to pile up and the salvage from them becomes important enough to go to some trouble recovering. Hence the machine.

Full Employment

Besides this shift to more machines in industry, there is another factor which has boosted production tremendously and would not be noticed by a casual visitor. That is Canada's labor force. Nowadays most of the war plants run three shifts a day, often seven days a week, where in peacetime they often worked only one eight-hour shift, frequently had long seasonal layoffs.

All this goes under the jawbreaking title of "full utilization of human and material resources," or for short, "full employment." All it means is that you can get a great increase in production when you make the fullest use of your manpower and equipment and set the machinery up so that each part dovetails.

We've stressed this "full employment" aspect of the change in industry because it is probably the most important single factor in nearly trebling the value of Canada's national output (over $9 billions this year against $3.5 billions in 1935), and because it's an invisible force. One factory producing three times as much is as good as adding two new factories. It doesn't show on the surface, but it provides just as many jobs and just as big pay envelopes.

When a country spends upward of $4.5 billions for munitions of war alone, it involves great changes in its industrial plant. This has been the case in Canada. New and specialized equipment has been installed; all told about a billion dollars worth of it. It has given Canadian industry new tools to work with and has been an important factor in our ability to achieve full employment. Much of the war materials shipped have been of Canadian design; others have been adaptations of British, or U. S. designs; but whatever the source, Canadian engineering ability has played a part.

This full employment has only been attained with the sacrifice of normal production in favor of war materials. Production of passenger automobiles (except staff cars for the armed forces) has been eliminated. We are only now beginning to catch up on equipment for the railroads. Buses, trains, inland steamship lines are short of equipment. Furniture and general household equipment has been cut off except for the most essential items. Full employment after the war will be needed to meet this backlog of equipment.

Besides getting everyone working and cutting out unnecessary production, Canada has had to enlarge her resources of materials, and harness more of her power.

All told, approximately $1 billion has been spent on adding to plant and equipment. Some $800 millions of this has come from the British and Canadian Government, the balance is the amount that private industrial firms have spent on enlarging and equipping their plants. A third source of funds for expansion has been the United States which has helped pay for developing new sources of metals and has borne the greater part of the cost of the big Alaska Highway and the developments connected with it.

The exact amount spent by the United States has not been announced, so that the $1 billion figure used above is probably too conservative.

One of the most important items of expenditure has been machine tools, lathes, milling machines, planing machines, and so forth.

In civilian life, the things of metal your Canadian needs are largely made of pressed steel, like his auto body, or cast iron and steel like his furnace, or ready-rolled forms like the beams in his house. The things he uses seldom need to be machined. But when he goes into uniform, the picture is reversed. Most of his weapons, and the shells they fire, demand the precision machining that normally is reserved for machinery itself. Hence, the declaration of war has automatically meant immediate all-out production of machine tools.

Since war began, the Government alone has bought $170 millions worth of machine tools, many of them in the United States, but a large and growing proportion in Canada. Of the entire Canadian "machine tool population," which numbers approximately 52,000, some 32,000 machines have been bought by the Government, carry the Government's nameplate and are usually rented out to arms manufacturing firms.

For 1942, Canadian machine tool production is estimated at from $25 to $30 millions. Before the war, Canada normally built about $1 million worth a year (only $350,000 in 1934) with the result that the stock of machine tools on hand at the end of the war, even after allowing for wear and tear and obsolescence, may be enough to last for some 20 years at pre-war rates of consumption. The existence of this big stockpile may be one of the major factors in determining postwar living standards. The machine tools can be used to make machinery for plants producing consumer goods, or may be put to other uses now unknown.

Add Materials Too

Along with new tools, Canadian industry has needed new materials and more of them to work with. We have added some 50% to our steelworking capacity—boosted aluminum output from 85,000 to 500,000 tons—brought into production our own mines for mercury, tungsten, other "precious" metals. Plywood has become a material of war. We have shifted to synthetics in our rubber plants and silk mills.

Each of these changes in materials, each increase in our capacity to produce, has brought with it technical changes. To some of these we have adapted readily, to others more slowly and reluctantly under the pressure of wartime shortages. But each has left an indelible imprint of specialized equipment, of individually acquired "know-how" that will permanently mold the face of Canadian industry.

In the engineering field Canadian designers have constantly taken liberties with the blueprints that have originated in Britain, the United States, Sweden, Czechoslovakia and other nations. It is a plaint of many Canadians that the lateness with which Canada entered the production of the more complex instruments of modern war prevented her from designing her own weapons. It is felt that since we work from others' blueprints, we have failed to develop the capacity to draw original blueprints ourselves. It has been put succinctly by one Canadian:

"We're doing a swell job, but as long as we are just duplicating the weapons made by others, we're milking a headless cow. The whole structure lacks the real guts of industry—designing skill."

There is undoubtedly some truth in this criticism, and it would be foolhardy to dismiss the allegation too lightly. But the "headless cow" school omits to mention that almost every weapon we are now building from British blueprints has been redesigned to meet the needs of North American mass production methods almost from the ground up. Work of this sort demands almost as much engineering skill and initiative as designing the original product — some hold that it demands more skill, since the original designer had a considerably wider field in which to work, could add or subtract here and there with impunity. The redesigner has some latitude, but the general form and performance of the finished product must measure up to standards set for him, which he is powerless to change.

In industry, the proof of the pudding is in successful new production, and it is a matter of record that Canada has shipped Canadian designed products, such as machine tools and aircraft instruments to Britain and the United States. Canadian engineering skill has met its test, and providing a market can be assured will continue to do so. What has happened all along the line in Canadian industry is that for the first time it has had an opportunity to develop its full productive powers. There is no worthwhile reason why this state of affairs should not continue.

Plane Losses 1939-43

(Except where otherwise indicated figures for Axis losses cover only planes destroyed by RAF)

Grand Totals:

Sept., 1939-July, 1943

Lost by Axis	Lost by RAF (together with USAAF over Europe)
18,033	9,906

Over Great Britain:

Year	Lost by Axis	Lost by RAF
1939	23	...
1940	3,038	847
1941	631	40
1942	296	10
1943 (6 mos.)	213	3
Total	4,201	900

Over Europe:

Year	Lost by Axis	Lost by RAF
1939	26	27
1940	73	385
1941	880	1,517
1942	555	1,976
1943 (6 mos.)	323	1,452
Total	1,857	5,357

Over Europe:

Year	Lost by Axis	Lost by USAAF
1942	182	33
1943 (6 mos.)	990	260
Total	1,172	293

Scandinavian Front 1940:

Axis 56	RAF 55

RAF Wing in Russia 1941:

Axis 15	RAF 1

In Middle East:

Year	Lost by Axis	Lost by Middle East Air Forces
1940	347	76
1941	1,112	635
1942	1,784	1,163
1943 (6 mos.)	257	103
Total	3,500	1,977

Tunisia:

(Axis planes destroyed by Northwest Africa Air Forces)

Year	Lost by Axis	Lost by RAF
1942	290	124
1943 (6 mos.)	1,943	671
Total	2,233	795

Far East, India, Burma:

Year	Lost by Axis	Lost by RAF
1942	2,863	89
1943 (6 mos.)	1,179	60
Total	4,042	149

Western Front 1939-40:

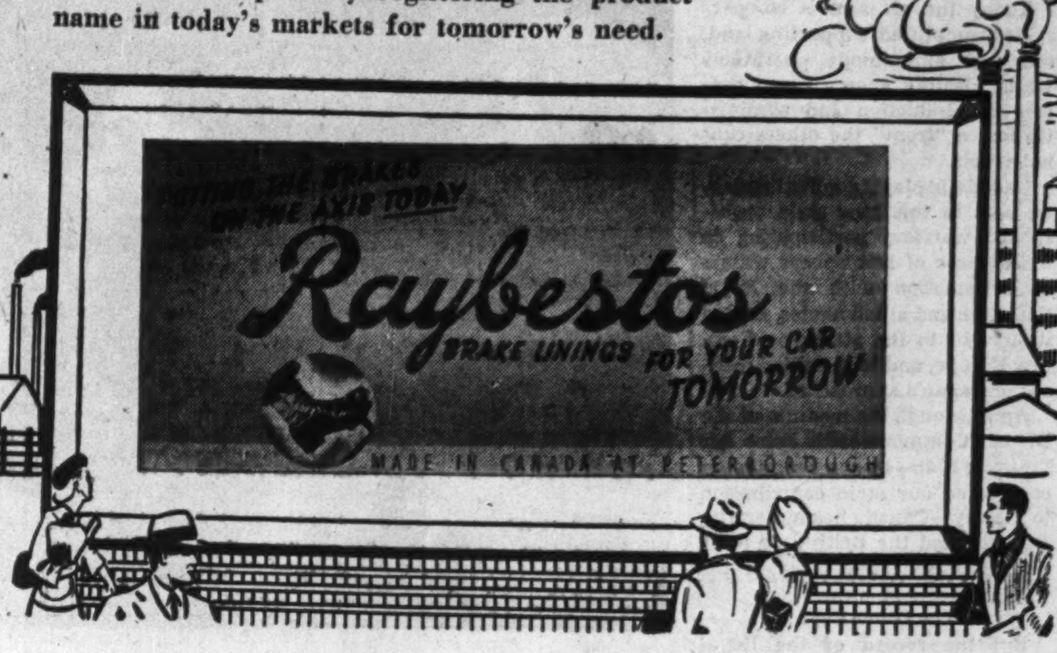
Year	Lost by Axis	Lost by RAF
1939	14	5
1940	943	374
Total	957	379

(Note: To total Axis losses must be added 1,004 planes destroyed by the Royal Navy, merchant vessels and the Fleet Air Arm since March, 1940.)

(Successes have increased in recent months although enemy aerial activity has been greatly reduced.)

ANOTHER POSTER
doing a wartime job

Not everyone who sees Posters drives a car . . . but all who drive cars see Posters. This economical yet dominant medium tells advertisers' wartime stories at a glance, in huge size and vivid colour . . . repeatedly registering the product name in today's markets for tomorrow's need.



PUTTING THE BRAKES ON THE AXIS TODAY
Raybestos
BRAKE LININGS FOR YOUR CAR TOMORROW
MADE IN CANADA AT PETERBOROUGH

POSTER ADVERTISING ASSOCIATION OF CANADA, 80 RICHMOND ST. W., TORONTO

Meeting Specific Demands for Precision Workmanship

● *The long experience of Neptune Meters Ltd. in precision craftsmanship is now being put to good use in building war instruments requiring the utmost accuracy. While the manufacture of Trident and Red Seal Meters is now confined to production for war and essential purposes, Neptune Meters Ltd. invites an early discussion of your problems in preparation for peacetime plans.*

Neptune Meters
LIMITED
HEAD OFFICE AND FACTORY: LONG BRANCH, ONT. (also at 345 Sorauren Ave.) TORONTO

Manufacturers of Precision Instruments for War Purposes
and Trident and Red Seal Meters for Liquid Measurements

To The Travelling Public:
Hotel London
London, Ontario
Rates for Rooms as Follows:—
Single room without bath, $2.75; running water and toilet.
Single room with shower, $3.00.
Single room with bath, $3.50.
Single room with tub and shower combination, $4.00.
Double room without bath, $4.00; running water and toilet.
Double room with bath, $5.00.
Double room with tub and shower combination, $5.50.
Twin bedrooms, with tub and shower combination, $6.00.
Soliciting your appreciated patronage.
H. F. STRUCKETT, Manager

★ USES OF A CLIPPING SERVICE ★
AMMUNITION for Writers and Speakers
Whether sermons or crimes, oddities in the news, topical facts, book reviews or local color are your interest, we'll clip, identify and mail you these items as fast as they appear.
State your requirements and ask for prices.
CANADIAN PRESS CLIPPING SERVICE
481 UNIVERSITY AVENUE, TORONTO

We Manufacture
Envelopes
for every purpose
Barber-Ellis of Canada Limited
TORONTO - BRANTFORD
BRANCHES FROM COAST TO COAST

How Canada's Forces Are Used

Navy, Army and Air Force Co-operate With Allies

Division of responsibility has been established between Canada, the United States and the United Kingdom wherever Canadian armed forces are operating. The RCN, for example, has specified duties in North Atlantic Convoy work; the Canadian Army is used wherever the High Command decides it can be most valuable; the RCAF, and Canadians serving with the RAF, do their part in various war zones under senior commanding officers of the Allied Nations. How this division of the job is arranged is explained in the accompanying story.

Less glamorized than that of the men who fly the planes, but equally vital, is the job done by BCATP trained mechanics of the RCAF ground crews.

Navies cannot fight on land nor troops at sea but the air arm is the "umbrella" of World War 2; has become the leading exponent of the new combined arms strategy, biggest development in military history.

Today the air arm is co-operation exemplified, supporting land, sea and amphibious operations while blasting enemy home centres of production and administration, a "front" the others cannot reach.

Canada is playing a distinguished part in this new style multisphere warfare, participating in the defense of hemisphere waters in conjunction with the Royal Canadian and allied navies, adding its weight to the attack on Fortress Europe, and to the allied menace on Japan's approaches.

And, through the medium of the British Commonwealth Joint Air Training Plan—by some strategists considered our main contribution to victory—Canada has materially strengthened the British air force for its present key place in the world scheme of attack.

The Other Cogs

But the record of the Royal Canadian Navy—the senior service—and that of the Army, are almost equally rich in examples of interservice and inter-allied co-ordination.

From the very day war broke out, operations of the Royal Canadian Navy have been closely integrated with those of the other allied nations and other armed services.

Possessing then only 16 vessels in operation, consisting of six destroyers, five minesweepers and five smaller craft, its weight at the outset was light and its work restricted. But as time passed and more ships were added—at last reports the number exceeded 550—operations were greatly expanded until today, Canadian warships under strictly Canadian command or as part of the Royal Navy have played an important part in United Nations naval activities from the North Sea to the equator and from the Mediterranean to the Aleutian Islands.

And Canada has sent seafaring men further abroad than the lanes of her own ships for a numerous Canadian personnel on vessels of the "mother" navy have served under fire all over the world.

Three Main Jobs

From the beginning of the war, three main jobs faced the Canadian Navy—it had to protect merchant shipping, protect Canadian shores, and destroy or capture enemy merchant and fighting ships.

As the months passed, a fourth was added—to assist in combined operations with the Army and Air Force, landing on enemy shores.

With the navies of the United Nations co-operating closely, the desirability of allocating definite duties to different navies appeared. Canada's navy, consisting largely of the smaller types of craft, destroyers, corvettes, etc., was especially well suited to convoy duty and an ever increasing share of this work was turned over to it. Now almost half the protection of allied merchant shipping in the North Atlantic is provided by the Royal Canadian Navy.

It is estimated that of the fleet of fighting ships required for the Atlantic routes after Pearl Harbor, when United States ships became busy elsewhere, Great Britain supplied 51%, Canada 47% and the United States 2%, an amazing proportion when the size of the Canadian Navy at the outbreak of war is remembered.

Importance of the North Atlantic route and Canada's part in its protection was indicated some months ago by the division of the responsibility between Canadian and British authorities. A Commander-in-Chief for the Canadian Northwest Atlantic was appointed, Rear Admiral L. W. Murray of the Royal Canadian Navy being selected for the position. Under him were placed the Canadian Eastern Air Command and United States naval and military aircraft stationed at Newfoundland and employed in anti-submarine warfare. This command is the counterpart of that of the Commander-in-Chief Western Approaches in the United Kingdom, the area for which Britain is responsible.

Meanwhile the United States retains strategic responsibility for the Western Atlantic including escort operations not related to British trade convoys or local Canadian traffic. U. S. escort vessels continue to assist the Canadian and British forces and the U. S. Army Air Force furnishes certain material and crews. Thus in one of the most important marine areas Canada is co-operating as a full-fledged partner with Great Britain and the United States.

In other sectors Canadian ships have co-operated with those of the other two countries. In such cases, when not under their own higher command, Canadian ships have been under orders of British or U. S. senior officers for operations. But it is understood they have maintained their autonomy as regards discipline, etc.

Examples of the work done this way include the assistance given in the evacuation of the British forces from France in 1940, including the help given by two Canadian destroyers, the Restigouche and the St. Laurent in the evacuation of the 51st Division of the British Army at St. Valery en Caux, France, in June, 1940.

About the same time the Canadian destroyer Fraser, while evacuating British troops from Bordeaux, was cut in two by another warship as a result of the necessity of travelling without lights in a danger zone.

In the Mediterranean, Canadian ships assisted not only in convoy work but in the landings in North Africa.

Work here included both guarding transports loaded with men and supplies, and the manning of landing craft. In the landing on Sicily, Canadian flotillas of landing craft manned by RCN personnel participated in the initial assault and later assisted British units in taking in supplies under fire.

In the Pacific

In the Pacific Ocean, apart from guarding Canada's own shores, Canadian naval units have cooperated with those of the U. S. in escort duty and in operations against the Aleutian Islands.

Latest announcement by Naval Minister Angus L. Macdonald that Canada proposed to purchase two medium cruisers, together with plans to build up a flotilla of the heavy Tribal Class destroyers is interpreted in some quarters as indicating a change in Canada's share in the marine warfare of the United Nations. Heretofore devoting her efforts to anti-submarine and defensive warfare, the acquisition of these larger ships points to Canadian assumption of a larger share of the offensive naval operations.

The Army

As watching sentinels in Newfoundland, Labrador, Greenland, the Pacific Coast and on the shores of the United Kingdom, in attack up the Dieppe beach, through North Africa, Sicily, Italy and in the Aleutians, American and Canadian troops have been closely-united partners.

The story of that alliance is one not only of fighting together, as it was through Sicily when Allied troops out-raced each other to new victories, but in the planning and preparation for new campaigns typified by the Allied leaders' Quebec conference.

In the whole plan of co-operation between the two nations, fitted into the general pattern of coordinated effort by all Allied Nations, Canada and the U. S. have had a teamwork based on broad policy and long-range agreements.

It has involved such comparatively insignificant adjustments as straightening out Army call-ups for Canadians in the U. S. and Americans, in Canada; such major moves as the Permanent Joint Board of Defense, forerunner of today's close military alliance between the two democracies.

The record of that board in unifying the defense of the two countries stands for itself.

Democracy Works—La Guardia

Its significance was perhaps best expressed by its chairman, New York's Mayor Fiorello La Guardia, who once told reporters:

"The fact that Canadian and American officials have been able to get together on such a basis is proof positive that democracy can work. You know, when I crossed the border I saw the same fields, the same trees, the same houses, the same people. We're as close together as Germany and Denmark or Germany and Holland. But when we wanted to go through Nova Scotia we did not use brute force. We made a friendly arrangement with a good neighbor."

Fort Benning, Edmonton

Since America entered the war this linking of the countries' war efforts has had a very personal meaning for thousands of Canadian and United States troops.

The first Canadian Paratroopers made their initial jumps at Fort Benning, Ga. United States troops, with the American Engineers, worked in the construction of the Alaska Highway through Canadian wilderness. Hundreds of U. S. Army men are stationed at Edmonton, gateway to the North.

Indeed, so extensive are the reciprocal arrangements across the border that an agreement, covering the provision of medical and dental care in Canada and the United States to the armed forces of both countries, was found necessary. This provides that in an emergency a member of the Canadian armed forces in the States may receive free medical or dental treatment and similarly U. S. personnel receive such consideration in Canada—one of many such pacts welding the two forces together.

Labrador to Kiska

Both in Newfoundland and Labrador giant American aircraft, serviced by Canadians and Americans alike, thunder into some of the largest military bases in the world while today, in the Aleutians, the combined force of the two nations look west to Japan from Kiska.

The Kiska landing by Americans and Canadians was typical of their ability to work as teams.

Policy of Mobility

The announced purpose of Canada's Army in the co-operative arrangement which exists between the U. S. and the U. K. has been and, according to those in command, will be one of fluid versatility, to be used as a mobile, striking weapon available and highly trained for whatever type of operation may best advance our common cause.

The Air Force

Autonomous only in Canada despite its by now great numerical strength, the Royal Canadian Air Force probably fits in best with allied strategic necessities divided into wings of British and U. S. tactical commands. At any rate that is how it is serving abroad.

Its service, however, has won distinct recognition.

In the devastating pattern bombing of Sicily, in the knocking out of Italian communications, airdromes and port installations, in hammer blows on Ruhr and Rhine areas of Germany, the Royal Canadian Air Force this summer has shown the world what a mighty air weapon this country has forged in four years.

Air crew of the RCAF serving with RAF squadrons form 25% of the latter's flying strength; this does not include RCAF squadrons operating in the United Kingdom and elsewhere. There are 32 specifically RCAF squadrons already organized and six more in process of organization.

Most Canucks in RAF

For every RCAF air crew member in an RCAF unit overseas there are now 11 RCAF air crew members in RAF units overseas. The proportion of RCAF to RAF will increase rapidly, it has been stated by Air Marshal Harold Edwards, air officer commanding-in-chief of the RCAF overseas.

The Canadian bomber group in Britain, which came into being at the beginning of this year, has been in every big raid of the bomber command's mounting European offensive ever since. There is now also an RCAF bomber wing, of an unstated number of all-Canadian squadrons, operating from North Africa.

"If we had squadrons established for all the Canadian air crew which will be sent over next year, we would need something like 250,000 ground crew to look after them," Air Minister C. G. Power said in the House a few months ago. He said ground crew equal in number to the Canadian Army overseas would not be enough to look after all the air crew we are sending over to fight in RAF squadrons.

With Canada reckoned the fourth greatest air power among the United Nations and with this strength mostly employed in coordination with British and U. S. flying forces, it will be seen that our most significant part in military collaboration lies in the realm of the air.

Status by Theatres

In Alaska our units, although under immediate RCAF command, form a part of the U. S. Army Air Force command there.

In North Africa an RCAF bomber wing commanded by a Canadian is a part of General Doolittle's force.

In Sicily an RCAF fighter squadron is part of a tactical air force unit there while others of similar status are based on Ceylon and in the Middle East.

In the U. K. the RCAF has its own fighter wing operating with the RAF Fighter Command, its own bomber group with the Bomber Command and its own squadrons operating with the Coastal Command.

In all these cases, it will be seen, RCAF units are under general strategic command of the USAAF or RAF while under direct command of RCAF officers.

Where Canada's Army Goes

Summary of Canadian Army Units and Formations

Overseas

(Dispatched or awaiting dispatch)

Unit or formation	Authorized	Announced	Dispatched overseas
1st Canadian Infantry Division	Sept., 1939	Sept., 1939	Dec., 1939
2nd Canadian Infantry Division	Sept., 1939	Sept., 1939	June—Dec., 1940
3rd Canadian Infantry Division	May, 1940	May, 1940	June—Sept., 1941
4th Canadian Infantry Division Converted to— 4th Canadian Arm'd Div., Jan., 1942.	May, 1940	May, 1940 Announced as an Arm'd Div., Jan., 1942	Aug.—Nov., 1942
5th Canadian Armored Division (Was 1 Cdn. Arm'd Div.)	Jan., 1941	Mar., 1941	Sept.—Nov., 1941
1st Army Tank Brigade	Feb., 1941		April—June, 1941
2nd Army Tank Brigade	Jan., 1942		(In Canada)
Other Corps and Army Formations—			
1st Canadian Corps	Dec., 1940	Dec., 1940	These two Corps H.Q. were formed overseas and are designed to command either Inf. or Arm'd. Divs. or a combination of both as required operationally from time to time.
2nd Canadian Corps	Jan., 1942	Jan., 1942	
1st Canadian Army (Commands 1 and 2 Corps)	Jan., 1942	Jan., 1942	Formed overseas.
Ancillary units supporting the foregoing formations are:			
Army troops, G.H.Q. and line of communication units consisting of all arms and services.			Units formed overseas and in Canada as required from time to time. Dispatched abroad, 1940-1942.
Canadian military headquarters			
Canadian reinforcement units			
Canadian Forestry corps			

Air at Work...
gets the right "Jack Frost" pictures in shell cases Fast!

Large crystals appear on your window pane in winter when frost forms slowly—small ones when Jack Frost paints with a hurried brush. The same thing happens to the grains *inside* the metal when steel is cooled — and the large crystals, formed from slower cooling, make the steel less brittle, more workable . . .

Unimportant? Not when brass is hard to get, and fast production of steel shell cases hangs in the balance! When American Industry made the shift from brass to steel, the cooling of 1300° hot steel shell case blanks down to 560° was a real problem. The poisonous and explosive fumes which high temperature water quenching of steel causes could have been controlled. But brittleness, resulting from over-fast water quenching, would have precluded subsequent cupping and drawing.

What to do? Could steel be cooled in *air, fast enough* to keep up with the capacity of annealing furnaces, and the hands that waited to pass this ammunition? Sturtevant Engineers went to work . . .

Now, precision blasts of air from special Sturtevant Fans take the excess heat from the blanks and cups. More than *two tons* of air cool every ton of steel—with no change in the steel's characteristics—to a point where water quenching is practical . . . and shell case production goes up . . . up . . . up!

HOW MUCH AIR TO BANISH YOUR POST-WAR PRODUCTS' BOTTLENECK?

Yesterday, this and hundreds of other ways of "putting air to work" were Sturtevant Engineers' dreams. Today, they are production realities that fight for Victory. Tomorrow, their wartime purpose will be turned to the making of better, more abundant peacetime products. Any process, present or future, where AIR IS ENGINEERED—to ventilate, to heat, to convey, to control dust and fumes or burn fuel *more efficiently*—will have a decided jump on competition.

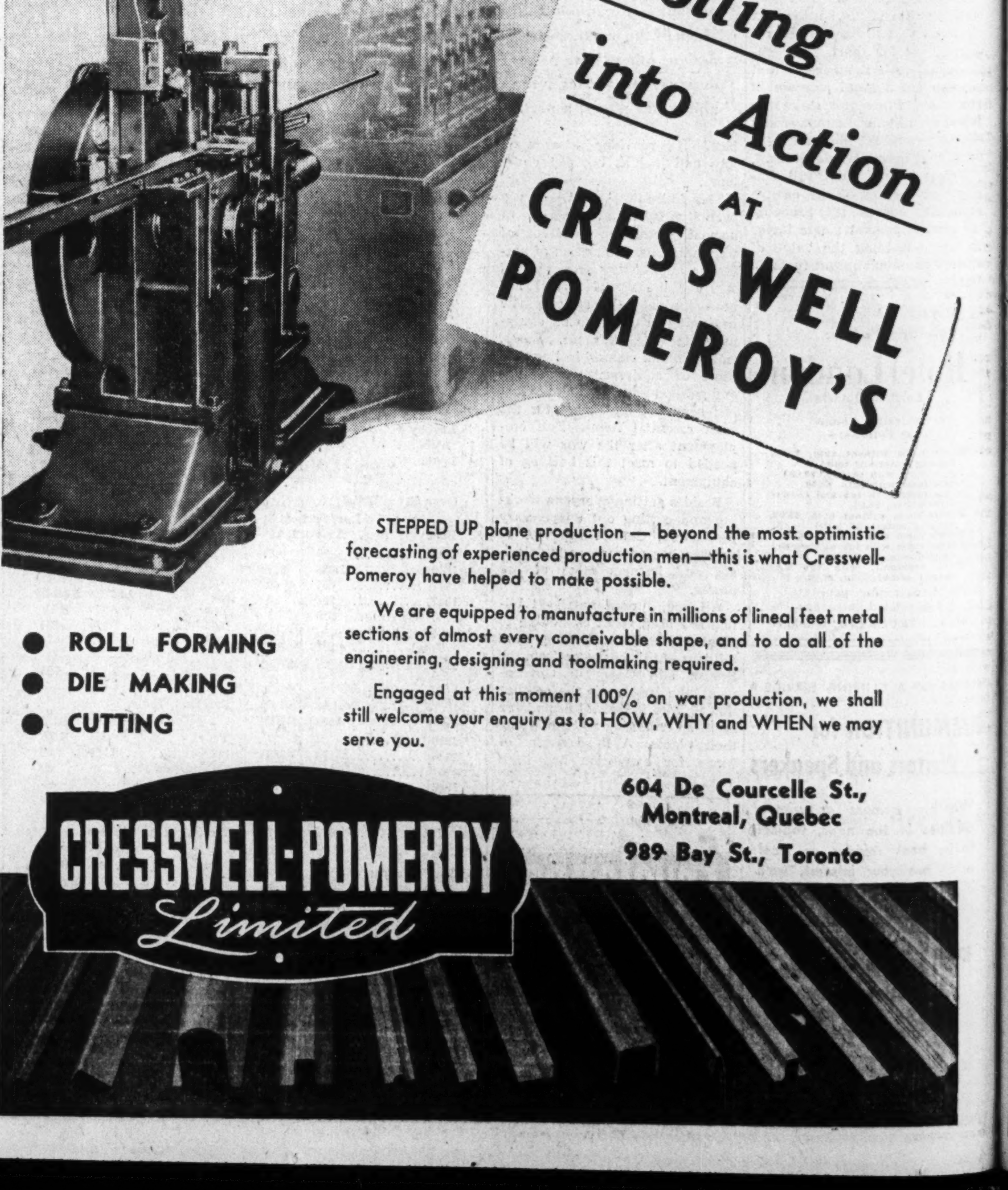
B. F. STURTEVANT CO. of Canada, Limited
Factory: GALT, ONT.
Sales Offices: TORONTO, MONTREAL

Sturtevant
TRADE MARK REGISTERED
Puts Air to Work

KEEP 'EM SHOOTING

Score a hit on your next duplicating job. Load up with Script Mimeo Bond. There's less chance of clogging and plucking when you use this fine mimeographing stock. Its fuzz-free surface forestalls trouble, saves time, temper and paper. You'll score a non-stop record with popular Script Mimeo Bond. Take your choice of white, blue, green, buff or pink at leading dealers everywhere.

FOR A NON-STOP RUN, PUT IT ON
Script mimeo
BOND
A PROVINCIAL PAPER



Rolling into Action AT CRESSWELL POMEROY'S

- ROLL FORMING
- DIE MAKING
- CUTTING

STEPPED UP plane production — beyond the most optimistic forecasting of experienced production men—this is what Cresswell-Pomeroy have helped to make possible.

We are equipped to manufacture in millions of lineal feet metal sections of almost every conceivable shape, and to do all of the engineering, designing and toolmaking required.

Engaged at this moment 100% on war production, we shall still welcome your enquiry as to HOW, WHY and WHEN we may serve you.

604 De Courcelle St.,
Montreal, Quebec
989 Bay St., Toronto

CRESSWELL-POMEROY Limited

We Have Been Asked . .

The Financial Post will provide subscribers as quickly as possible the answers to specific questions about business, taxation, investments, wartime regulations and other subjects. The Post cannot undertake to make predictions, will not express opinions on matters involving individual business judgment or on conditions or investments outside Canada. All communications should be addressed to Business Enquiry Editor, The Financial Post, 481 University Ave. A four-cent stamp and address label from subscriber's copy of The Financial Post must be enclosed.

INCOME TAX

Reserve Army Pay

I am an NCO in the Reserve Army. Do I have to pay income tax on the income I receive from the army?

Yes. Your Reserve Army pay must be included in your total income for tax purposes. It is only the active service forces that receive consideration for income tax.

House Depreciation

What would be the depreciation rate for a wooden building in a gold mining centre in northern Ontario where many of the smaller mines have closed down and many people have left the town? The property accordingly has gone down in value to about half the pre-war price.

You are allowed depreciation of 5% a year on the original value of the property. Thus if the building originally cost $5,000 and is today worth only $1,000, the rate of depreciation allowed is 5% of $5,000.

Life Policy Dividends

I have an endowment life insurance policy payable to my wife which matured 14 years ago. Since then the value has increased yearly by interest payments by the company which have not been drawn but have been added to the policy. Since these payments began, they were shown on my income tax statement and until the last few years were exempt from taxation. Now they are taxed. I plan to retire from business and will arrange with the company to transfer the policy into an annuity payable to my wife. Will it be necessary to inform the income tax department as no further interest payments will come to my account?

No. It is understood no action need be taken as when the change is made, your account will show no further interest payments being made in respect of this policy. If asked by the income tax authorities about it, which is unlikely, you will be in a position to make a satisfactory explanation.

INVESTMENTS

Dominion Foundries

I have been interested in Dominion Foundries & Steel since back in the days before it operated under its present name. The company has done well in expanding its operations over a period of years, but I am inclined to question the wisdom of the big wartime expansion implemented. What are your ideas on this subject? *Do you think it is certain to be fully utilized* after the war?

If you could tell us what degree of industrial prosperity Canada will enjoy after the war, we would be in a much better position to tell you how Dominion Foundries & Steel is likely to fare. The company, along with most other Canadian steel producers, has expanded its capacity appreciably to meet war requirements and there is certainly no guarantee that extra capacity will be fully utilized after the war, although this is possible if the reconstruction and transition period is followed by a period favorable to expansion of business.

Fortunately for shareholders, Dominion Foundries & Steel is one of the most efficient producers of steel in Canada and as such is likely to enjoy its full share of the postwar market. A large part of the company's past expansion has involved addition of new lines and this gradual integration of operation has been largely responsible for present efficiency.

At the moment, expansion has been largely completed on scheduled projects and special write-offs allowed by the Dominion Government mean that money spent on expansion for war purposes is flowing back into the company's treasury at a rapid pace. How much will be made available to the company's treasury depends partly on the size of these special allowances and partly on how long the war may last. Working capital position is already strong but by the time the war is over the company should be in a very strong liquid position, ready with funds for postwar transition.

We might point out that expansion has not been carried out with a view to what postwar market may be available but from the timely standpoint of Canada's requirements for war.

Duplate Canada

What can you tell me about Duplate Canada Ltd.? I have been told that it is a relatively new company, with new products, and that it might be an interesting medium for investment.

Duplate Canada, Ltd., is a privately owned concern, the proprietors being Colonel W. Eric Phillips, president of Research Enterprises Ltd., and one other unrevealed gentleman. There are no shares or bonds of any type whatever available for purchase by the public.

The company gets its name from the safety glass it turns out which consists of two layers of glass with a thin bonding material between, it is understood. Besides this safety glass, the company turns out a wide range of plastics and "fiberglas," through a subsidiary company.

International Tungsten

Recently I received a letter from International Tungsten Mines suggesting that I sell my shares of Slave Lake Gold Mines at around 3c. (the shares are convertible into International Tungsten on the basis of one share for 10), using the proceeds to purchase shares of International Tungsten Mines under a limited offering of rights at 20c. a share. It is stated that shares of International Tungsten a few months ago sold as high as 60c. a share. Is it in my interest, financially, to exercise these rights offered by International Tungsten?

Due to the present market situation on shares of International Tungsten Mines, the "special offering" being made to Slave Lake shareholders at 20c. a share hardly appears attractive. While International Tungsten shares may have sold as high as 60c. a share several months ago, these shares are now being offered on the Toronto unlisted market at around 15c. a share with no bid available, so far as we have been able to determine. Of course, if you were to exchange your shares as suggested, the International Tungsten treasury would apparently benefit to the extent of 20c. for each International Tungsten share you should purchase.

As a shareholder of Slave Lake Gold Mines, you are only entitled to one share of International Tungsten for each ten shares held in Slave Lake. However, shareholders of Slave Lake, in many instances, have apparently preferred to hold on to their present shares which are listed on the Toronto Stock Exchange, rather than to exchange them for shares in the new company, for which only a limited market appears available just now.

Sheep Creek

Will you kindly furnish me with some information on the operations and prospects of Sheep Creek Gold Mines.

In the recent annual report Charles E. Marr, president of Sheep Creek Gold Mines, reported that with lower net profits from both its gold mine and from its subsidiary, Zincton Mines, the outlook for dividends was not favorable. It had been hoped, he said, that Zincton would materially augment earnings, but taxes promise to be much higher than anticipated and the labor shortage has continued serious in spite of the fact that Zincton is a base metal producer.

Profits for the year ended May 31, 1943, amounted to 15.2c. a share against 19.3c. for the previous year. Development work on the company's gold mine was very severely curtailed during the last year, and during the latter months of the year all work of this kind was suspended.

Ore reserves at present amount to 113,172 tons of an average grade of .386 ounces, sufficient for less than two years milling at a normal peacetime production rate. During the year ended May 31, 1942, only 49,434 tons of ore were milled.

Good results have been reported from diamond drilling at the Zincton Mine and, officials say, the ore situation is now such as to warrant an increase in production. Shortage of labor, however, prevents operation of the mill even at its present capacity.

Net profits of Zincton during the last fiscal year amounted to $60,757, compared to $65,043 the previous year.

The company purchased the Paradise Zinc, Lead and Silver Mine in the fall of 1942. This property is in the Invermere District of British Columbia. A late spring delayed the starting of work this year, but a small crew is now employed in clearing out and timbering the mine, and preparing for diamond drilling. No reports as to the prospects of this mine are available.

De Havilland

Would you kindly advise us on the present position of de Havilland Aircraft?

The de Havilland Aircraft of Canada, at present engaged mainly in the production of Mosquito fighter bombers and Avro Anson bombers, in peacetime produced a light two-seater coupe for club or personal use, which was extensively bought, especially in northern Canada. It also manufactured the "Tiger Moth," designed for civil and military training, and two other training models, suitable for personal use, or on light traffic airlines. The company was incorporated in 1929 and has earned a net profit every year except 1932, 1933 and 1934. These earnings did not, however, become substantial until 1938. For the year ended Sept. 30, 1942, $32.07 a share was earned on the preferred stock, $2.72 on the class "A" stock, and 59c. on the class "B." It is only since 1938 that sufficient has been earned to pay dividends on the preferred stock, and, as a result, arrears, as at March 15, 1943, amounted to $52.50 a share. At that rate of earnings, of course, these arrears could be done away with in a very few years.

There has been some talk of the possibility of a capital reorganization for this company. It is now operated by a Government Controller, and due to the expense of commencing the manufacture of Mosquito airplanes, it has been announced that earnings have declined to the point that it has been decided to defer payment of dividends on the company's preference stock. It is not known when these payments will be resumed, nor how seriously profits have fallen.

MANAGING DIRECTOR

Harry E. Hemmons, who has been appointed managing director of the Wawanesa Mutual Insurance Co. He succeeds Dr. C. M. Vanstone, who has retired because of failing health. Mr. Hemmons, who was born in Bristol, England, has been assistant to Dr. Vanstone for 20 years at the company's head office, Wawanesa, Man.

New Wartime Regulations

Post Summary of Latest Ottawa Rulings

Beef. WPTB Order No. 307, Aug. 23, deals with the sale of beef at retail and wholesale under the following headings:

Part I—General provisions applying to sales at wholesale.

Part II—Wholesale selling prices.

Part III—General provisions applying to sales at retail.

Part IV—Retail selling prices.

Part V—Records of sales and purchases.

Part VI—Extra payments and offenses.

Part VII—Definitions of qualities.

Part VIII—Definitions of all wholesale cuts.

Part IX—Zones.

Deputy Chairman, D. Dewar.

* * *

Maximum Pulpwood Prices for Consumers. WPTB Order No. A-881, Sept. 13, amends Order No. A-748 which concerns the setting of maximum prices to consumers of pulpwood cut from the stump in the Province of Quebec. Timber Administrator, A. H. Williamson.

* * *

Electrical Generators (small), Motors and Control Equipment. WPTB Order No. A-882, Sept. 14, revokes Section 9 of previous Order No. A-832 and names certain exceptions to the order. Administrator of Electrical Apparatus and Machinery and Electrical Instruments, M. C. Lowe.

* * *

Real Property Conversion. WPTB Order No. A-883, Sept. 15, gives permission for the conversion of two Toronto houses from one-unit to multiple-unit dwellings. Real Property Administrator, R. S. Smart.

* * *

Broom Corn. WPTB Order No. A-884, Sept. 15, restricts use of broom corn to 80% of the quantity used in 1942. Administrator of Furniture and Brushes, Jas. E. Ferguson.

* * *

Maximum Prices for Ice. WPTB Order No. A-885, Sept. 16 sets maximum prices for ice in the Ottawa-Hull district. Co-ordinator, Foods Administration, K. W. Taylor.

Interurban Helicopter Traffic

Provincial Transport and T.T.C. Investigate

Postwar air transport takes on new complexities with the entry of interurban bus operators into the field.

Interests close to Provincial Transport Co., Montreal, have taken out Quebec papers incorporating the Inter City Airlines Co., with capital stock of $90,000 dividend into $5 par shares.

Rights granted this company cover a wide field: to transport by aircraft, etc., passengers, freight, securities "and articles of every nature and description including foreign and domestic mail"; to conduct aerial photography; to manufacture, use and deal in equipment.

This move by Provincial Transport is understood to be precautionary, to protect the company's position in the postwar period in view of proposed development of the helicopter for interurban air transport. There are no plans for active operations during the war period.

Greyhound the Leader

It is Canada's second move toward taking highway transport into the air.

Canadian and Toronto Greyhound Lines are working on plans not only to operate helicopters but to make them as well.

Early this summer the Greyhound Corp. in the United States applied to the U. S. Civil Aeronautics Board at Washington for permission to establish after the war a nationwide aerial bus service for smaller centres not served by existing airlines. If CAB approves the application it will be discarding one of its primary tenets—that railways, buslines, steamships and other common carriers must stick to their original and natural lanes. At its fall session Congress will consider a bill submitted by Senator Burton K. Wheeler which would so confine the carriers.

Outcome in Doubt

Doubt has been expressed in bus circles that either the U. S. or Canadian Governments will entertain such blanket applications: some company officials believe Washington and Ottawa will consider only specific route and rate proposals by specific firms for limited areas.

Canadian and Toronto Greyhound Lines has two applications before the Canadian authorities, it has been reported; one, asking the Canadian civil aeronautics authority's permission to install a combined air and bus passenger service across Canada on termination of war, the other, to the Secretary of State for letters patent under the Companies Act incorporating "Canadian Helicopters Ltd." to manufacture all aircraft used in the proposed Canadian Greyhound service.

Other Lines Watching

Other Canadian coach lines are following with keen interest the development of the helicopter and the moves already made by Greyhound and Provincial Transport, but there is seen no intention of competing with transcontinental lines—the proposed new field is regarded as strictly limited to short-haul, local service up to about 300 miles.

Toronto Transportation Commission's Gray Coach Lines Ltd., Colonial Coach Lines Ltd., Ottawa, Vancouver Island Bus Lines Ltd., Vancouver, are among the largest.

Although the Toronto Commission has not applied as yet for either air franchise or Ontario incorporation of an air subsidiary for Gray Coach, officials admit they have given some thought to ultimate entry into the field, to provide short-haul air transport over the system presently served by bus between Toronto, North Bay, Oshawa, Hamilton, Niagara Falls, London, etc.

The Commission recently received civic authority to proceed with preliminary studies and, if desirable, to incorporate an air transport company under provincial charter.

To Buy New Buses

Apart from this possibility, it is understood that Gray Coach Lines' plans for the immediate after-war period do not visualize expansion but only renewal and possibly improvement of equipment. There are said to be no plans for new routes or major extensions, since very few territories are available which were not being served, but hope is held that all wartime controls hampering service soon will be removed.

Equipment is being worn out but not replaced and a heavy outlay for new equipment is believed foreseen, which, of course, means keeping abreast of new equipment developments in light metals, plastics, etc.

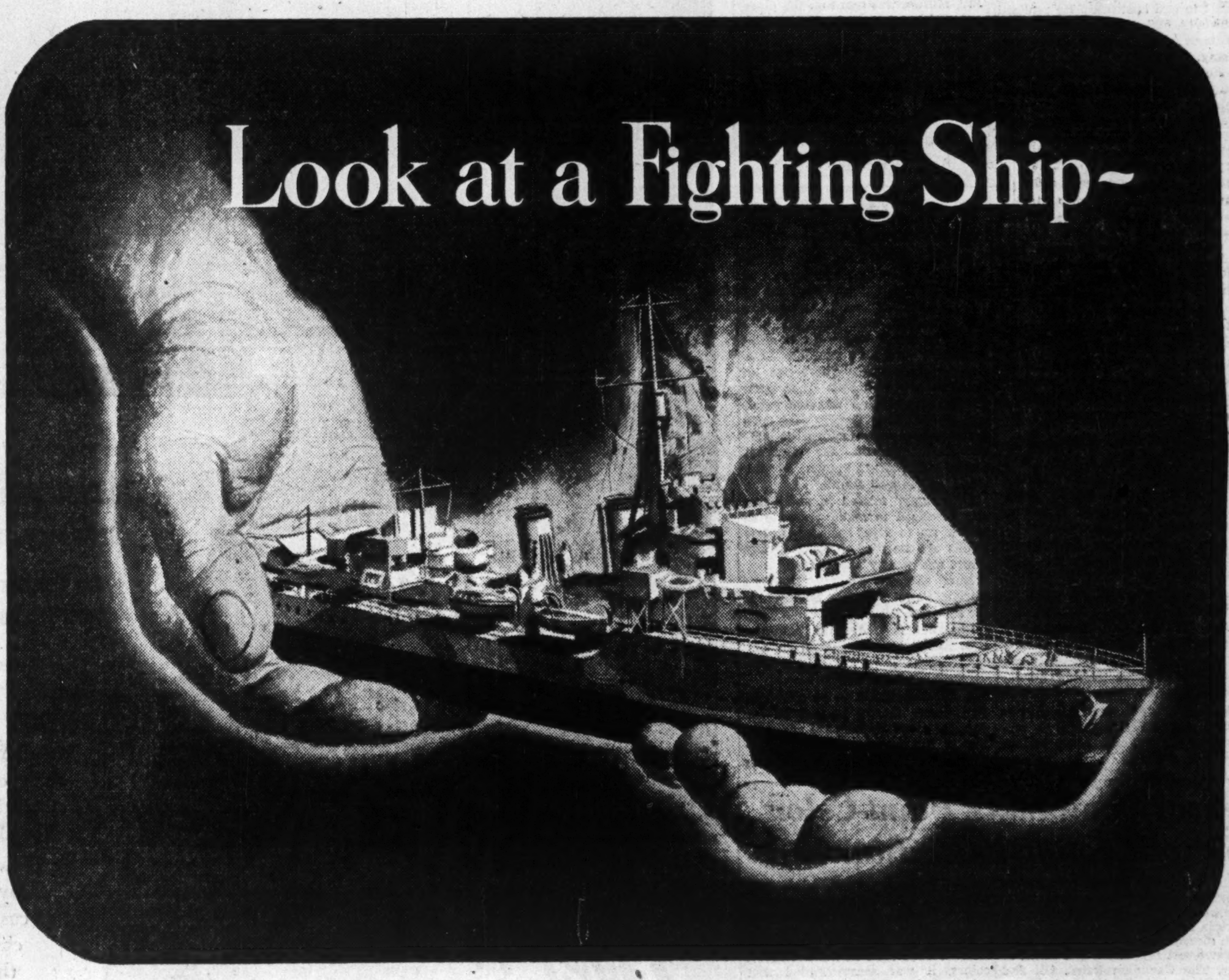
Meanwhile Greyhound's plans for the U. S. are being advanced and terminal points selected. Present hopes are to initiate this fall an experimental service between Detroit and Flint; two helicopters have been promised for delivery. This trial service is to continue for the duration after which Greyhound proposes to proceed quickly with its larger development.

Future plans of Canadian bus operators may, to a large extent, be determined by Greyhound's Detroit-Flint experiment.

Silverwood Dairies has reported that 10,000 cumulative redeemable preference shares without par value have been purchased for redemption through the Chartered Trust & Executor Co. pursuant to the notice sent preference shareholders under date of June 18, 1943. From the 23,402 shares of common stock under option by virtue of an arrangement with a limited number of the company's employees under what is known as the Management Trust Plan, which became effective April 1, 1939, there have been purchased 11,250 shares, leaving 12,152 shares still under option. The issued capital is now 120,000 preference shares and 187,848 common shares.

Abitibi Power & Paper Company, Limited
TORONTO, ONT.
Owning directly or through subsidiary companies, mills at
Beaupre, Que.
Pine Falls, Man.
Sault Ste. Marie, Ont.
Iroquois Falls, Ont.
Smooth Rock Falls, Ont.
Fort William, Ont.
Port Arthur, Ont.
Newsprint
Groundwood Pulp
News Sulphite Pulp
High Grade Bleached Sulphite Pulp

Boxes for Boys Overseas
Keep sending them regularly.
. . . And if you have $500 or more lying idle, deposit these funds in a—
Guaranteed Deposit Certificate
The extra interest received at—
2½% will enable you to put extra luxuries in the boxes for the boys "over there."
The CANADA TRUST COMPANY
London Windsor Regina
Toronto St. Thomas Edmonton
Hamilton Chatham Vancouver
Montreal Winnipeg Victoria



Look at a Fighting Ship—
you see Northern Electric at WAR
No, we don't build Canada's fighting ships . . . our job is to supply the miles of wires and cables . . . the protective devices . . . the electrical fittings and control equipment so vital to their operation. The men who go down to the sea are receiving our best—to the end that the thousands of Canadian homes whom they so proudly represent will be safe—and happy—when they return victorious. The hands of Northern Electric are working for full-out victory, just as surely, competently, as the hands that man the guns, the ships, the tanks, the planes. Their purpose is one and the same . . . a Total War, to earn a Total Peace. When that time arrives, and grant it may be soon, the hands of Northern Electric will return to the normal accomplishments of a national electrical service.
Northern Electric AND ITS EMPLOYEES
IN WAR AND IN PEACE—A NATIONAL ELECTRICAL SERVICE

INFORMATION
The Community Chest urgently needs your support. Help its work in your locality by giving *generously.*

LONDON CALLING

WRITTEN EACH WEEK EXCLUSIVELY FOR THE FINANCIAL POST BY Adelphi

LONDON.—There is a general feeling here that this winter, even if it does not see the end of the war, will witness the climax of the bombing. For a long time now Germany has switched over from bombers to fighters. With Teutonic thoroughness they accepted the fact that the Axis had passed from the offensive to the defensive. It has been undoubtedly a deep chagrin to them not to be able to strike at Britain's cities, but they are reaping the benefit of their self-discipline. The growing strength of German night fighters must definitely limit the use of the bomber in the fairly near future. With grim irony the German pilots utilize the fires on the ground to detect the silhouette of bombers against the dark ceiling of the clouds.

Undoubtedly the RAF will maintain a furious level of attack as long as possible, but it is generally assumed that just as the gun proved the real antidote to the tank, so the fighter is a powerful check, if not the complete answer to the bomber.

It is one of the tragic factors of the fall of France that the secrets of radiolocation, given to France by Britain, were handed over to the Germans. That is not the least of the shameful acts of Vichy.

• • •

Pope's Appeal

When the Pope made his appeal for peace this week his mind must have gone back to the spring of 1917. For reasons which have been debated Pope Benedict XV decided at that time to inaugurate a movement to end hostilities. He realized, however, that nothing could be done without a declaration from Germany.

Accordingly he chose as his emissary a young diplomatic priest of marked ability. He was Eugenio Pacelli, afterward Secretary of State at the Vatican and now Pope Pius XII.

Pacelli went to Munich where he made contact with Erzberger the the one-time schoolteacher who had become a big figure in the Catholic Centre Party.

Whatever arguments were used Erzberger became an ardent advocate of peace. He delivered a strong speech in the Reichstag which had a profound effect.

Erzberger continued to work for a declaration by the German government and a fortnight after his speech he witnessed the Reichstag approving, by a large majority, a peace without indemnities or annexations.

The Kaiser and the Generals were in favor of the plan although they had distinct reservations as to how it would be interpreted by themselves. They had begun to believe that victory was impossible.

Then in September, that fateful month, Russia collapsed. The military clique forgot all about the scheme and prepared for a knockout blow.

The Treaties of Brest-Litovsk and Bucharest were their own commentaries on Germany's grandiloquent plea for peace without annexations or indemnities.

Eugenio Pacelli was later sent as a diplomat to Berlin where he represented the Vatican. After various posts of a similar nature he was recalled to Rome, was made a Cardinal and eventually became Secretary of State and finally Pope.

Like so many others he must be reflecting on the striking coincidence of the two wars.

• • •

General Simonds

The Canadians in Italy are being led by Major-General Guy Simonds. This 40-year-old General has made a fine impression on the military authorities in London. Although his upbringing is Canadian, the British feel a proprietary interest in him since he was born in Bury St. Edmunds, that ancient borough immortalized by Mr. Pickwick and Mr. Jingle.

General McNaughton must be chafing at the seniority which keeps him at home. I know that it was his dream to lead the Canadian Army in attack, and it must be galling to remain at headquarters no matter how important the task which he carries through.

• • •

Dr. Healey Willan is another Anglo-Canadian who has had our ear this week. The British-born musical pundit of Toronto was put on the air in London and gave us some organ music. He made no attempt at showmanship, but his selections were good and his execution musicianly.

• • •

Tumbledown Palace

The law of life is change. Witley Court, the former royal palace and country seat of the Dudleys, is up for sale. It is said that more than £2½ million was spent on the place, but all that is asked now for it is a mere £20,000.

Here are some of the attractions of the tumbledown place—a list which would make even Sam MacLaughlin's eyes grow wide with wonder. I quote the advertisement:

> "Magnificent pillars, Ionic porticos, marble floors, ornamental gates, fountains, tempiettos, 1,000 yds. of stone balustrade, stables and garages. The remains of an ancient building, probably a monastery, forms part of the court."

It was built by Lord Foley in the 18th century and became known as "Foley's Folly." It was acquired by the first Earl of Dudley and during the years. 1843-1846 was used as a palace by the Dowager Queen Adelaide. By the time the late Lord Dudley died a few years ago an immense sum had been spent upon it. But the upkeep was too much and in 1920 Lord Dudley sold it to a rich carpet manufacturer of Kidderminster named Sir Herbert Smith, familiarly known to the locals as "Piggy" Smith.

Sir "Piggy" moved in and actually managed to make a couple of rooms fit to live in. But a few weeks ago he died, leaving Witley Court and nearly £500,000.

Now "Foley's Folly," "Dudley's Daring," and "Smith's Sorrow" is for sale at £20,000.

Romance is under the hammer. It is like the passing of an epoch.

• • •

Rumblings

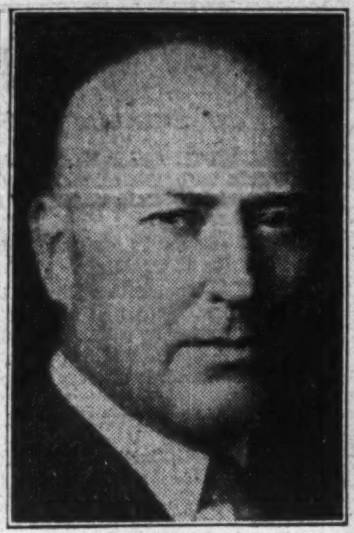
A question likely to be raised in Parliament shortly is that of the younger members who are not serving in the forces. As I have explained in these notes an M. P. is the only man in the country to whom conscription does not apply. The wisdom of that is apparent since we do not want a Parliament of greybeards, nor do we wish compulsion used on those who make the laws.

But it is felt that too many young members feel the political call too loudly. It is true that they serve the nation by their exertions, but they also have to consider their example. Many of them have fought in action and then elected to come back to Westminster. It is a delicate question but I imagine that it will be raised pretty soon.

• • •

Four years ago when war was declared on a breathless Sunday morning and life seemed to have come to a stop until the wail of the sirens sent the wardens to their posts. This year in the anniversary the Archbishop of Canterbury, the Catholic Archbishop, the Moderator of the Presbyterian Church and the Chief Rabbi were among those who led the prayers during the Day of Prayer.

Thus did England humble herself as victory approaches, even as she did when defeat hung over her like a pitiless cloud.



J. E. GIBAULT

M. W. MAXWELL

CNR APPOINTMENTS

S. W. Fairweather, vice-president of research and development, Canadian National Railways, announces division of his department into two branches. J. E. Gibault, formerly assistant chief of research and development, is placed in charge of research. M. W. Maxwell, formerly chief commissioner of development and natural resources, heads the development branch.

Batteries and Parts Show Higher Sales

Sales of electric storage batteries and parts by principal Canadian producers were valued at $2.2 millions during the second quarter of 1943 compared with $2 millions in the previous quarter and with $1,380,480 during April, May and June of 1942. Sales for the quarter under review included 251,894 batteries at $1.2 millions for the ignition of internal combustion engines; 1,506 batteries at $5,567 for motor cycle starting; 7,897 cells at $51,128 for farm lighting plants; 1,894 cells at $36,966 for railway service; batteries valued at $561,794 for other purposes, including those for telephone switchboards, and miscellaneous parts and supplies for batteries valued at $289,877.

Retail Sales Up For July

July retail sales in Canada showed an increase of 8% over July of 1942 based on an index unadjusted for price changes, the composite index standing at 148.1 with 1939=100.

The index for June, 1943, was higher at 158.9. When these indices are adjusted for the number of business days and normal seasonal movements, however, those for May, June and July show very little change at 154.5, 155.5 and 155.8 respectively. Eight trades included in the survey showed increases for July while three declined, and department store sales remained virtually unchanged.

Department store sales increased in all parts of the country except Ontario, the largest being in British Columbia to the amount of 4%. Ontario sales fell by 3.5%, however, offsetting these increases. Durable goods showed a decline in sales, hardware, furniture and electrical goods and radios all decreasing, with the latter group falling 20% as compared with last year.

Clothing sales mounted 16% for men's and 10% for women's clothing; drug store sales recorded a 12% increase while a very substantial rise of 37% in sales of candy stores.

Regional comparisons of retail sales for the first six months of 1943 as compared with the same period last year show increases in all regions, with the Prairie Provinces in the lead with a rise of 10.1%. Ontario's increase was far below that of the others at 1.7% Increases in the other sections of the country were as follows:

Maritime Provinces, 9.3%; Quebec, 7.1%; British Columbia, 8.3%; and Canada, 5.9%.

A War Time Suggestion to Canadian Pipe Smokers

If your accustomed smoking mixture is now unobtainable because of import restrictions, please try

Piccadilly
LONDON
SMOKING MIXTURE

MADE IN CANADA—ON A PAR WITH THE MOST EXPENSIVE

THE Dominion Life ASSURANCE COMPANY
Since 1889
HEAD OFFICE · WATERLOO, ONTARIO
A GOOD COMPANY WITH WHICH TO DEAL

Favor Continuing Paint Color Simplification in Postwar Era

Canadian paint manufacturers looking to the postwar era favor continuation in modified form of certain simplification and conservation measures at present imposed by government regulation and needs of war. The Canadian Paint, Oil and Varnish Association has had a committee studying postwar plans since early this year under the chairmanship of J. H. Davey, International Paints (Canada) Ltd.

The report of this committee submitted at a meeting of paint manufacturers from all over Canada in Toronto recently, and discussions at the meeting as reported by Hardware and Metal indicated the general feeling to be that it would be a mistake to go back to the large number of paint colors manufactured before the war. On the other hand, it was felt that, especially for inside painting, the present restricted selection of colors would be insufficient for postwar business.

It was also agreed that, after the war, container sizes be limited to gallon, quarter gallon, pint, half pint, quarter pint and one-eighth pint sizes. The half gallon can should not be reinstated, it was felt.

To get away from the various sizes of cans used in marketing oil colors, it was recommended that this line of goods be sold by volume and not by weight. A number of manufacturers are already doing this and report it is working out satisfactorily.

Varying opinions were expressed as regards bargain sales in first quality paint products. Some favored elimination of such sales, others preferred measures of control.

There was also a general feeling that, after the war, some form of co-operative advertising would be advisable. Members having ideas for suitable slogans were asked to submit them to the committee and it was decided the campaign should be developed by a special committee from the best advertising talent in the industry. It was suggested that such a campaign should take the form of general publicity of an educational and promotional kind and should be especially directed to the rural population.

New members were added to the Postwar Planning Committee as follows:

D. A. WHITTAKER, Sherwin-Williams Co. of Canada; H. S. CHANDLER, Canadian Industries Ltd.; NORMAN HOLLAND, Brandram-Henderson Co.; T. F. MONYPENNY, Imperial Varnish and Color Company.

Mechanical Engineers To Talk Guns, Aircraft

U. S. and Canadian mechanical engineers interested in war production and new problems arising from it will meet in Toronto at the end of the month to hear, among others, production co-ordinator H. J. Carmichael of M. & S. Dept., and his assistant, C. B. Stenning, who is also Canadian chairman of the conservation committee of the Joint War Production Board. Ordnance and the future of aircraft will be emphasized.

Roster of scheduled speakers includes, besides Carmichael and Stenning, J. T. Bain, chief engineer, Trans-Canada Air Lines, Winnipeg, and such Americans as Vice-chairman Edward Warner, U. S. Civil Aeronautics Board, Washington; Director of Research Lawford Fry, Locomotive Institute, New York; Brig.-Gen. Julian Hatcher, chief, field service division, Ordnance Dept., Washington.

The meeting will be held Sept. 30 to Oct. 2 inclusive at the Royal York Hotel, under joint auspices of the American Society of Mechanical Engineering and the Engineering Institute of Canada.

Mortgage Finance Corp. Final Payment Made

National Trust Co., as liquidator, is making a second and final distribution of $7.40 for each $100 principal amount of 7½% 15-year collateral trust participating bonds of Mortgage Finance Corp. The first payment of $15 per $100 principal amount of bonds was made on Jan. 15, 1934.

Mortgage Finance Corp. was formed in 1925 with an authorized capital of $1.5 millions of 7½% bonds and 28,000 shares of common stock with no par value. The company undertook to deal in second mortgages. Its affairs became involved and since Aug., 1929, the organization has been operated by the National Trust Co. as trustee for the bondholders.

Over There
it's a question in
every man's mind
Over Here
people are looking
for the answer

Industry is helping win the war...
industry must help build a peacetime world

After the war is decisively won...
what kind of world is essential for a just and durable peace?

This question is being asked today everywhere in the world. No expert is needed to tell you the answer.

It must be a world as peaceful and neighbourly as your own town; a world in which decent people can bring up their children decently. It must be a busy world where factories and farms are working and where there are jobs for all.

How can such a world be brought into being? The surest way is to think and talk about it. Full and complete discussions on the porches of this country, over its fences, in churches, schools, clubs, and always at meals—that is how the terms of A JUST AND DURABLE PEACE can be formulated.

In your discussions keep in mind this fact; your terms of peace must be such that the people of other lands can agree with them. There must be provision in your plans for sustained production and for consumption of that production.

Only a world peace that squares with the conscience of men of good will can be just. Only a just peace can endure.

THE INTERNATIONAL NICKEL COMPANY OF CANADA, LIMITED
25 King Street West, Toronto

Postwar Public Works

City Fathers Lay Their Plans

Demobilized Men to Work on Extensive Municipal Jobs

By CLIVE H. CHATTOE

Canadian cities wonder what role municipal public works will be accorded in postwar rehabilitation of servicemen and war workers; how they will fare in financing and supply. Urban municipalities are therefore holding up priority listing, working plans, cost estimates, for lack of technical guidance and statement of policy. They await more positive federal and provincial leadership.

Canadian cities appear to have owed down their postwar con- ruction planning pending more sitive federal and provincial leadship. Many of them, however, ave prepared lists of needed muniipal public works. Some have made sic studies or have at least conucted enquiries looking toward inimum-cost housing programs, um-clearance and prevention, as ell as general zoning and city planing to bring order and utility to rea development and traffic routg.

Some Ontario Progress

Ontario municipalities 115 strong cities, towns, counties, townships have filed with the Ontario Muicipal Affairs Dept., names of comittees appointed to originate local econstruction programs.

Some 28 of these have submitted efinite plans for public works.

The Drew government, it has been eported, is setting up a provincial ostwar planning commission as a onnecting link with the broader anning said to be in progress at the ominion capital.

Envisioned in the cities as main lements of any program are street xtensions, widenings, straightenngs, pavement renovations; waterorks department improvements, ew sewers and sewage disposal orks; civic buildings and modernzation of existing buildings, such as chools, police stations, markets, irehalls, and finally a substantial olume of general local improvements. This forms a considerable backlog of work which has been eglected because of the depression f the 'thirties and recent diversion o war of money, materials and anpower.

Something approximating the resent full-scale employment of the Canadian people apparently is to be ought for a stable peace economy nd, by most planners, construction ctivity has been proposed as chief bsorbent of demobilized servicemen and war workers during the ransition period.

James Report Due

Due very soon is submission to he Prime Minister of recommendaions of the James advisory committee after two years of study; the eport, it has been indicated, will eature construction requirements of oth private and public works, and ill discuss bases for their organizaion, planning, financing, supply and anning of specific programs.

General expectation is that a Ministry of Reconstruction will be set up at Ottawa to implement James Committee advice.

With regard to public works, the Dominion and Provincial Governments and Ontario's county and township administrations have been conducting preliminary studies, and in some instances preparing actual working plans for highways, grade separation, reforestation, land reclamation, conservation and flood control, power development, public buildings, marine works, etc.

More recently, the cities have joined the planning parade, but in this connection the competitive position is as yet obscure. They are wondering still how they will fare vis-a-vis senior governments in financing and supply. The cities have as yet merely sketched their structural needs and apparently will not proceed with working plans, priority lists and cost estimates until such doubts are removed by statements of policy from Ottawa and provincial capitals.

Planning Is Broad

At this stage it appears certain that housing will be the centre point of the joint effort by the three administrative groups and that the dominant question with regard to it will be how much public assistance—in the form of subsidy, loan guaranty, tax exemption, land grant, etc.—will be necessary to provide the construction industry with a working basis for enterprise in a field hitherto shunned by it as uneconomic.

But housing is only one of many varieties of structure in which the cities are deficient.

Both Montreal Tramways Co. and Toronto Transportation Commission are bringing forward plans for possible postwar subway construction.

The Montreal metropolitan area has its Joint Committee on Plans for Postwar Development; Toronto has a City Planning Board; and other key cities across Canada have committees or commissions conducting studies of varying intensity and detail.

Halifax, Sydney, Glace Bay and Saint John are among leading Maritime communities exploring possibilities for municipal postwar construction. In Quebec, besides the Montreal area, Valleyfield, St. Hyacinthe and Three Rivers are framing similar plans, while Quebec City, as provincial capital and a historic site, has put together a list of possible works having a total value of just under $16 millions.

Few if any Canadian cities have their postwar works definitely programmed but most of the larger ones have listed needs as a starter.

Ontario Studies

Studying such lists in Ontario, apart from Toronto, are the cities of the lakehead, North Bay and Sudbury, Windsor, Sarnia and London, Kitchener, Galt, Woodstock, Brantford and Hamilton, Oshawa, Peterborough and Kingston, among others.

Winnipeg and suburban St. Boniface are considering programs, as are Regina and Saskatoon, Calgary, Edmonton and Lethbridge, Victoria and the Vancouver metropolitan area.

A move was made in Ontario recently to learn what federal and provincial aid may be forthcoming. Ontario Municipal Association in its annual meeting passed a resolution recognizing municipal responsibility for part of the Canadian postwar construction program but asked Dominion and Ontario Governments to appoint a special planning commission to guide municipal planning and to make an early statement on financial assistance municipalities may expect.

Toronto's year-old City Planning Board will report to City Council before the end of the year.

During the past summer it has been consulting professional and trade bodies in fields touched by its studies such as, in construction, the Builders' Exchange and Construction Association of Toronto, and the Toronto Chapter of the Ontario Association of Architects.

Representing mainly contractors, manufacturers and suppliers of building materials, the Exchange is preparing to recommend specific works for the Toronto program. Its tentative list includes slum clearance, underground downtown parking facilities, rapid transit subways, and creation of a civic centre bounded by Queen, Bay, Louisa Sts. and University Ave., with a new courthouse as a focal structure.

Subject to current revision, the original Exchange list includes also removal of old Knox College on Spadina Cres., and conversion of the site into a park, removal of Mercer Reformatory to a new location and industrial development of its King St. W. site, replacement of a fruit-vegetable warehouse at Yonge St. and Esplanade, painting of all civic buildings.

Included also are traffic proposals such as extension of Church, Jarvis or Sherbourne Sts. and Mt. Pleasant Rd., to form a new artery to North Toronto, widening of Mt. Pleasant Rd. to Roehampton Ave., widening of Church St. and removal of its street-car tracks, widening of Queen St. W. between Bay and Soho Sts., and widening of Bloor St. W. from Spadina Ave. to Dundas St.

Members Are Experts

Toronto's City Planning Board is headed by A. G. Partridge, president of Goodyear Tire & Rubber Co. of Canada Ltd.; has as its secretary L. C. Martin Baldwin, architect and curator of the Toronto Art Gallery. Serving with them are Eric R. Arthur of University of Toronto School of Architecture; W. C. McBrien, Chairman of the Toronto Transportation Commission; General Manager F. D. Tolchard of the Board of Trade; Trades & Labor Council's William Dunn; Commissioner of City Planning Tracy D. leMay; Ontario Deputy Minister of Highways, John D. Millar, and A. J. B. Gray, Deputy Minister of Municipal Affairs.

The board's hard-working technical advisory committee has as its chairman A. E. K. Bunnell, surveyor, who is in the WPTB Services Administration as director of utilities. Other experts included represent business and architecture—sales director, S. R. Frost of North American Cyanamid Ltd.; A. S. Mathers, architect, who is president of the National Construction Council of Canada; H. B. Dunington-Grubb, landscape architect.

Technical work of the committee is being supervised by Dr. E. G. Faludi, as planning manager, with a full-time staff of seven at work at the Art Gallery. Native of Hungary and early refugee from Italian Fascism, Dr. Faludi is author of such highly regarded planning pamphlets as "Urban Reconstruction in Canada" and "City Surgery."

Mont'l Power Notes Progress

$100 Million Plant Outlay Between 1925-1943 Detailed in New Booklet

From Our Own Correspondent

MONTREAL. — Capital expenditures involving an outlay of more than $100 millions by Montreal Light, Heat & Power Consold. between 1925 and 1943 coincided with the period of greatest physical development in the history of the company.

During this period output of primary power expanded 3½ times and the number of electricity customers increased by more than 100,000. Over the same period gas customers increased 65,000 in number, while annual production advanced to nearly 5½ billion cu. ft.

Record of Achievement

Designed for shareholders, but also of wide interest to customers, the company has issued a booklet, "A Record of Expansion and Improvement 1925-1943," which sets out in detail development of the physical properties.

The booklet is divided into three main sections—electricity, gas and miscellaneous properties.

Generating plant facilities were expanded between 1925 and 1943 by 690,000 h.p., while the amount of purchased power increased from 110,000 to 175,000 h.p.

Allied with the expansion of generating facilities was a growth in the transmission system from 134.5 miles to 364.5 miles. This work featured development of the unique High Tension Belt Line in the Montreal area.

Enlargement of the distribution system, made necessary by the growth in number of customers served, the company increased the number of substations from 13 to 29 and the capacity from 181,025 to 630,725 kv.a.

Gas Division Featured

Dealing with gas properties the booklet provides an interesting historical review of the development of gas service in Montreal from 1837 to date. Then follows a detailed description of the production facilities, their growth and the manner in which gas and coke are produced and distributed.

The miscellaneous section briefly deals with shops and garages, servicing equipment and office buildings.

The story of development is rounded out with a number of highly interesting and informative maps of the electric and gas systems, charts, illustrations, etc.

Gunflint Iron has announced gold showings have been located on its claims in the Shebandownan area. The claims were staked primarily for their iron ore possibilities and showings of hematite ore had been previously reported. Extent of the gold occurrence is not known, for the showing dips into swampy ground where preparations are being made for diamond drilling. Representative chip samples taken across the body, including quartz stringers, asayed $21.17 and $33.88, according to Dr. J. F. Wright, consulting geologist.

Postwar London Blueprinted

LCC Report Calls for Dispersal of Homes of 600,000

London County Council has issued plan for reconstruction of the bigest city in the world, a monuental report, vividly documented ith photographs and colored harts, embodying results of two ears' study by some of Britain's utstanding architects, engineers nd civic leaders. It is a blueprint r the most ambitious job of civic lanning ever undertaken.

Presenting a picture of London as may be 50 years hence, the planers visualize a saucer-shaped metopolis of grouped communities, ith much new fine architecture nd much retained of the old, for a reat deal of London is neither litzed nor blighted. St. Paul's Cathedral, Big Ben and the Houses f Parliament, Westminster Abbey nd Buckingham Palace most emhatically are still in evidence.

Decentralization Keynote

Stressing decentralization of industry and population, along with improved housing conditions, the planners offer wide spaces in parks nd playgrounds, streets broadened nd straightened, communities each ith their own schools, shopping entres, amusements, and industry oned so as to avoid endangering esidential amenities.

Population dispersal, the report stimates, would require removal rom their present homes of at least 00,000 people, especially in the congested east end industrial and dockyard districts.

Called London's most beautiful and most neglected open space, the serpentlike Thames has 39 miles of frontage in the heart of the metropolitan area, but of this only 3.6 miles are readily accessible to the public, including the famous Embankment paralleling Fleet St., the Strand and running on beyond the Houses of Parliament.

Riverside gardens and playgrounds on at least 11 additional miles are proposed, leaving on the river only those industries which make direct use of it. Several of the 16 main bridges would disappear in favor of tunnels, although famed London Bridge is not included in the recommendation.

Relocate Rail Depots

Recognized as one of the best in the world, London's existing subway is seen as the hub of a new traffic setup; the report, however, advocates simplification of the railway system. Viewing with dissatisfaction the 15 major passenger stations scattered over the city, authors of the new London plan say there is not a single approach which gives the traveller a "here is London" feeling.

Leaving to the Government the chore of estimating cost of implementing the plan and of advising on how it should be financed, the committee also left the question of skyway development "to more expert authorities," noting only that additional airports would be needed and suggesting construction of transport plane stations out in the country, with the city served by taxiplanes landing on parks or rooftops.

Government to Pre-empt Poultry for the Forces

To make sure that Canadians in the armed services at home and abroad will have turkey or chicken dinner at Thanksgiving and the year end, civilian dinner tables may have to go short of these delicacies this year. Steps are being taken at Ottawa, it is understood, to earmark an adequate supply for the forces, leaving the balance for civilian consumption. For the three holidays mentioned, and to give the men and women in uniform a taste of fowl throughout the year, about 5.5 million lb. or 460,000 lb. a month are required. Of this, approximately 66% will be chickens and 33% turkeys.

Due to the late, cold spring, production of turkeys in Canada in 1943 is estimated 15% lower than last year. Supplies of chicken and fowl are believed heavier.

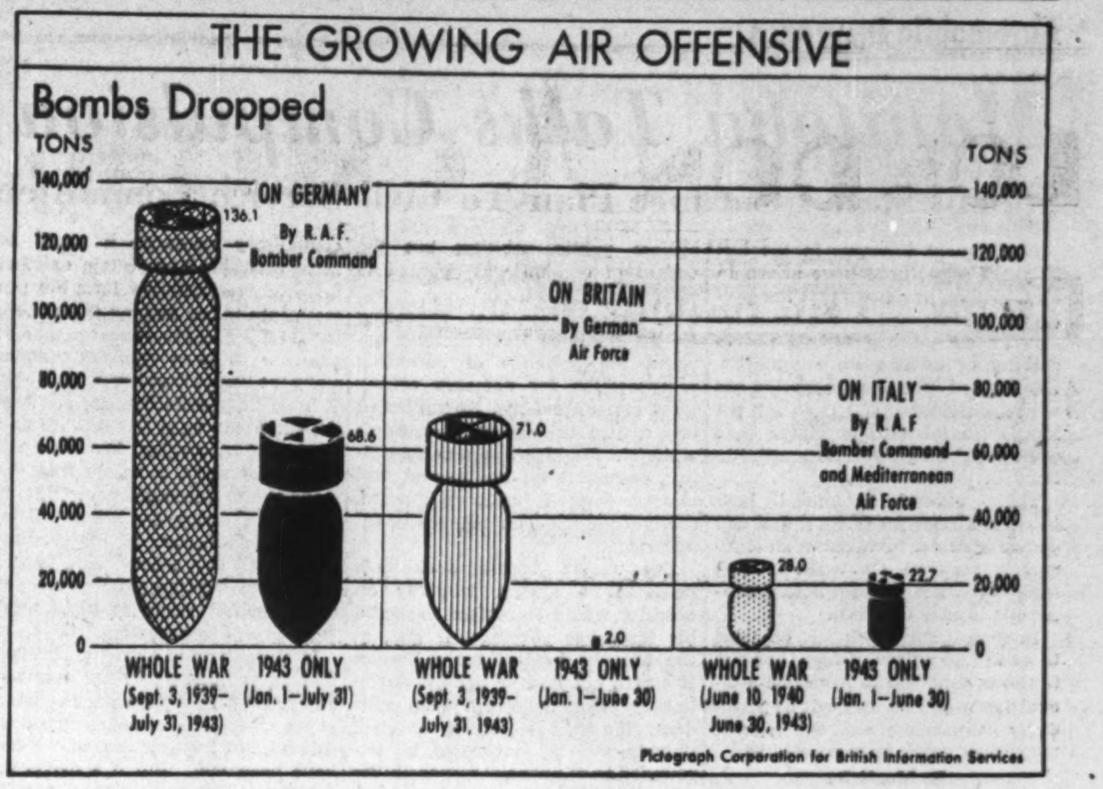
No information is available yet as to just how the Department of Munitions and Supply proposes to get the required quantity, but it may pre-empt stock in the hands of dealers as well as large producers. As the department comes under the price ceiling, it will not bid prices up in competition with the regular trade. Accordingly, arbitrary measures may be necessary to get the required supplies.

In United States

In the United States an order was issued by the War Food Administration branch recently freezing all supplies of turkeys in the country until the requirements of the armed forces have been met. It is estimated that about 10 million pounds will be required there for the three holidays alone. In Canada the quantity needed is for consumption over 12 months.

Last year on Dec. 31, total supplies of poultry in storage in Canada were 14.1 million lb. including ducks, geese and fowl as well as turkeys and chickens. On Sept. 1 this year total stocks of poultry in storage were 2.5 million lb., compared with 5.9 million lb. on the same date last year. Since meat rationing came into force, consumption of poultry has been greatly increased as it is not rationed.

Government requirements of poultry, however, do not affect ducks or geese.



Pictograph Corporation for British Information Services

Newsprint Cut Said Inevitable

Timber Controller Sees Little Chance of Bettering Pulp Supply

From Our Own Correspondent

MONTREAL.—Reduction in newsprint production appears inevitable, according to a statement made by A. H. Williamson, Timber Controller of the Department of Munitions and Supply.

(Decision as to fourth quarter deliveries of newsprint paper by Canadian mills is still in abeyance. The matter now rests with the "top committee," of which Morris W. Wilson is Canadian member.)

Outlining prospects for lumber production and the possibility of increased exports to the United States, Mr. Williamson said it was possible only by diverting men already engaged in the production of pulpwood.

"As matters stand now, it is expected that production of pulpwood in Canada will be less than in 1942 when production was one million cords less than consumption, the balance coming out of inventory. . . . The pulpwood supply situation in Canada is such that reduction in newsprint production appears inevitable and certainly there is no possibility of transferring any large number of men from the production of pulpwood to the production of saw timber under existing conditions."

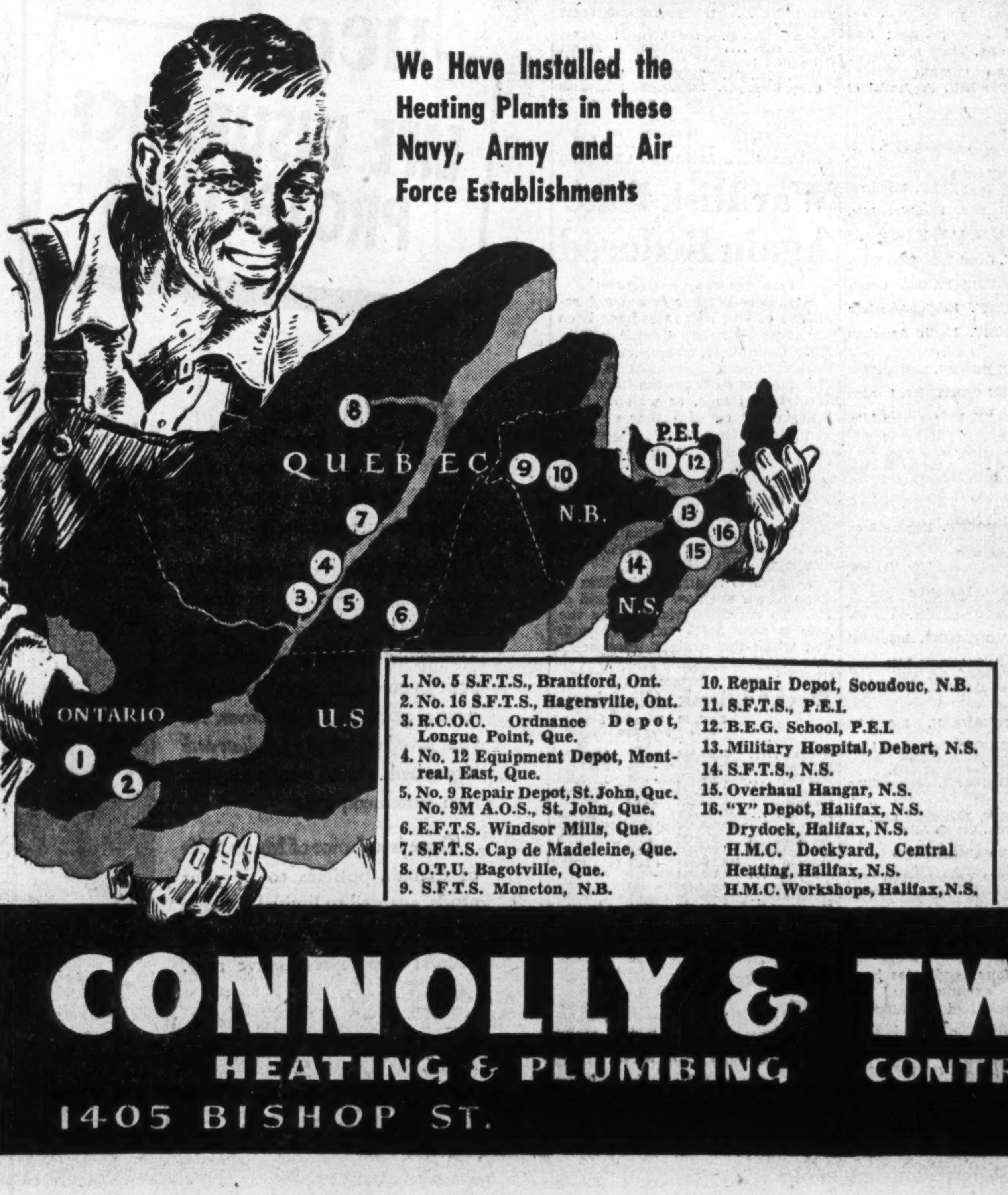
Estimated 1943 lumber production in Canada was given by Mr. Williamson as 4.2 billion ft., a drop of approximately 17% from 1941 production. Estimated shipments this year were given as: to Britain, one billion ft.; Empire countries, 100 million ft.; to U. S. 800 million ft.; Canadian war industry consumption, 1.4 billion ft.; Canadian civilian consumption, 900 million ft., a quantity which is tragically inadequate," Williamson said.

THE ONTARIO LOAN AND DEBENTURE CO
LONDON, CANADA
Established 1870
DEPOSITS ACCEPTED 5-YEAR DEBENTURES ISSUED
Deposits and Debentures (31 Dec., 1942), $12,389,021

Today, as Yesterday
This Company seeks to maintain the best traditions of Trusteeship, to serve its clients faithfully and efficiently. Satisfactory service is the foundation of the large volume of trust funds under our care and management.
We Invite Consultation.
Montreal Trust Company
ESTABLISHED 1889
Montreal Trust Building, Toronto

"MONEY FOR THE FUTURE"
That is what your Victory Bonds are—they should be carefully protected from possible loss through theft, fire or being mislaid.
KEEP THEM SAFELY!
The cost of safekeeping at the branch of this Bank most convenient to you is small—as low as 25c per year.
Open a Savings Account and Make your slogan—Thrift for Victory
Buy WAR SAVINGS CERTIFICATES EVERY PAY DAY
The BANK of NOVA SCOTIA
Established 1832—Over a Century of Service

—PLAN NOW FOR the PEACE


We Have Installed the Heating Plants in these Navy, Army and Air Force Establishments
QUEBEC
ONTARIO
U.S
N.B.
N.S.
P.E.I.
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16

1. No. 5 S.F.T.S., Brantford, Ont.
2. No. 16 S.F.T.S., Hagersville, Ont.
3. R.C.O.C. Ordnance Depot, Longue Point, Que.
4. No. 12 Equipment Depot, Montreal, East, Que.
5. No. 9 Repair Depot, St. John, Que. No. 9M A.O.S., St. John, Que.
6. E.F.T.S. Windsor Mills, Que.
7. S.F.T.S. Cap de Madeleine, Que.
8. O.T.U. Bagotville, Que.
9. S.F.T.S. Moncton, N.B.
10. Repair Depot, Scoudouc, N.B.
11. S.F.T.S., P.E.I.
12. B.E.G. School, P.E.I.
13. Military Hospital, Debert, N.S.
14. S.F.T.S., N.S.
15. Overhaul Hangar, N.S.
16. "Y" Depot, Halifax, N.S. Drydock, Halifax, N.S. H.M.C. Dockyard, Central Heating, Halifax, N.S. H.M.C. Workshops, Halifax, N.S.

POWER AND HEATING PLANT EFFICIENCY THE DIFFERENCE BETWEEN PROFIT AND LOSS AFTER THE WAR

We are rapidly approaching the day of Victory, the day when competition will demand the utmost of your plant.

The efficiency of your power and heating plant may be the difference between profit and loss.

In most industries, the war has been responsible for the development of new products and new methods which will make for efficiency in the post-war period — power and heating engineers have also provided for new equipment and designs.

Fulfilling the exacting demands of wartime construction has given us a background of experience which will be of utmost value to you in modernizing your present plant or taking care of your requirements in a new one.

SERVICE ANYWHERE IN CANADA

CONNOLLY & TWIZELL LIMITED
HEATING & PLUMBING CONTRACTORS
1405 BISHOP ST. MONTREAL

Air travel brings any point in Canada within easy reach. We can handle heating and plumbing jobs regardless of size or location.

Automobile Insurance

Manitoba Talks Compulsion

Submit State Insurance Plan To Civil Service Committee

At frequent intervals in the last 20 years suggestions have arisen in all Canadian provinces that the government concerned should make insurance compulsory for all people driving or owning an automobile. The type of insurance suggested has varied considerably, but so far the legislatures of most provinces have preferred financial responsibility laws.

These several Provincial laws have, as a common feature, that any owner or driver involved in an automobile accident must satisfy any legal claim against him before having his license renewed.

In some quarters this is objected to as not going far enough, because it allows a person to have one accident for which he may not be financially responsible and the injured party may never be compensated.

In Manitoba

Most recent proposal for compulsory insurance comes from Manitoba. A proposal that the Manitoba Government go into the insurance business to provide compulsory liability protection for motorists has been placed before a special civil service committee of the province at Winnipeg.

The recommendation was made by Donovan Swailes, President of the Winnipeg Trades and Labor Council, one of seven organizations which appeared before the committee to suggest measures which might ensure financial responsibility on the part of automobile operators. Mr. Swailes favored compulsory insurance but suggested this type of protection be carried by the state rather than by private companies.

The civil service committee, which heard the suggestion, was appointed at the last session of the Manitoba legislature, and is chaired by P. M. Fisher, Deputy Minister of Municipal Affairs. It must make recommendations for possible amendments to the Highway Traffic Act to ensure financial responsibility before the next session.

Compulsion Opposed

All those interests appearing before the committee agreed that some sort of protection was required against public liability; but the weight of opinion was opposed to compulsory insurance.

A. Murray Ross, K.C., appearing for the Manitoba Motor League, opposed the principle of automatic compensation for damages arising out of motor accidents. He contended this system benefitted the careless motorist. He also opposed compulsory insurance on the ground that in areas where it had been imposed, safety conditions on the roads deteriorated.

The motor league spokesman suggested a system whereby an operator would be obliged to record his insurance coverage, if any, at the time he applied for a license. If a man not insured against public liability were involved in an accident, the fact could be checked quickly and his car could be impounded until financial responsibility was proved.

The movement for compulsory public liability insurance came to a head last year when an auto struck two girls, killing one and sending the other to hospital for several months. No public liability insurance was carried in that case.

Winnipeg police are reported as favoring compulsory insurance.

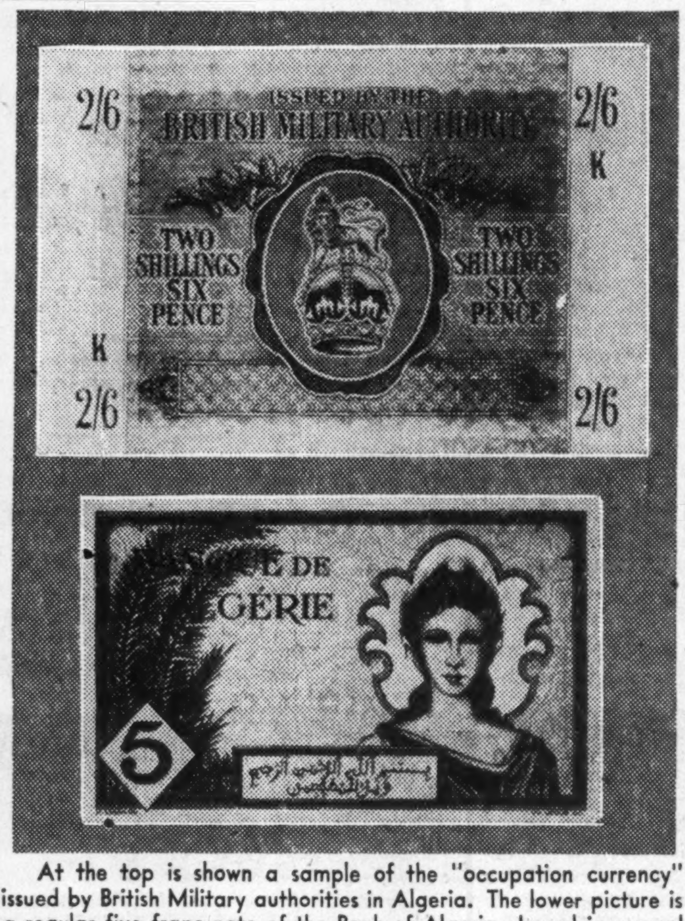
In an enquiry in Toronto some years ago by Justice Hodgins into automobile insurance, the finding was that compulsory automobile insurance, as in force particularly in Massachusetts, was undesirable.

Following this finding, Ontario and most of the other provinces have enacted financial responsibility laws.

More recent private studies have indicated a belief that instead of compulsory insurance it would be more desirable to maintain existing financial responsibility laws but put teeth into them, making them more far-reaching and more severe than at present. In some quarters changes along the line of the New York Motor Vehicle Responsibility Law are suggested. Features of this law are that in case of an accident involving $25 damage or more, a report must be made to the Commissioner of Motor Vehicles showing the names of the operator and owner of the cars involved and that unless these people within a stated time supply evidence of financial responsibility, their licenses will be cancelled.

If the Commissioner is satisfied that an operator or owner involved had insurance, or a satisfactory bond at the time of the accident, it is considered that requirements of the law have been met. But if a driver or owner is not insured or bonded, then it will be necessary for him to prove financial responsibility or put up sufficient security to satisfy any judgment that may be made against him.

This legislation by making satisfaction of a motorist's liability compulsory, if he intends to drive again, is considered preferable to compulsory insurance which does not necessarily encourage a driver to be more careful. In some places where compulsory insurance has been tried, it is stated, accidents have become more numerous. The suggestion in Manitoba that the insurance be carried by the state is frowned on by many people as tending to encourage abuses and likely to result in heavy expense to the province.



At the top is shown a sample of the "occupation currency" issued by British Military authorities in Algeria. The lower picture is a regular five franc note of the Bank of Algeria. Issued in several denominations in addition to the one shown, this currency has an exchange rate of 200 francs to each £1.

Chartered Life Underwriters Grant Degree 38 Candidates

Institute of Chartered Life Underwriters of Canada held in June, just announced, show 38 candidates completing the third year and all prior examinations of the Institute's course. Accordingly, they are authorized to use the degree C.L.U. (Chartered Life Underwriter). Last year's graduating class numbered 43, the smaller number this year being due to the war.

The new C.L.U.'s are distributed among five provinces as follows: British Columbia, one; Saskatchewan, two; Ontario, 16; Quebec, 15; Prince Edward Island, three; and Newfoundland one. They are:

BRITISH COLUMBIA

JOHN P. ARMSTRONG, Prudential of America, Vancouver.

SASKATCHEWAN

DAVID A. WOTHERSPOON, Mutual Life of Canada, Melville.

MURRAY L. LITTLE, London Life, Saskatoon.

ONTARIO

ARCHIBALD W. WENSLEY, Manufacturers Life, Barrie.

ALBERT E. SALTER, Excelsior Life, Belleville.

FRANCIS C. MARSHALL, Metropolitan Life, Galt.

HARRY BEUBE, Great-West Life, Hamilton.

A. DE LOTBINIERE PANET, Great-West Life, Ottawa.

FELIX HARRISON, North American Life, Sudbury.

W. R. DEGRUCHY, North American Life, Timmins.

Toronto:

JAMES WILSON BOWEN, Metropolitan Life.

WILLIAM ALLEN CHESTNUT, London Life.

JOHN J. GORMLEY, Metropolitan Life.

GEORGE E. MASON, North American Life.

CHARLES J. MAUND, New York Life.

JOHN H. M. SMART, New York Life.

BERNARD A. STEVENSON, Imperial Life.

FRANK HARRISON THIERS, Great-West Life.

GORDON F. OSBORNE, Empire Life, Whitby.

QUEBEC

PERCY F. JONES, London Life, Verdun.

Montreal:

FRANK COLLIER, Industrial Life.

EDOUARD FARLEY, Industrial Life.

HUGH F. FARQUHARSON, Canada Life.

EDOUARD LAMONTAGNE, Industrial Life.

LEVIS LAURIER, Industrial Life.

RENE PARENT, Industrial Life.

MEDERILE ROUILLARD, Industrial Life.

Quebec:

GERARD LETOURNEAU, Industrial Life.

FERNAND MARANDA, Industrial Life.

MAURICE ROY, Industrial Life.

LEO THERRIEN, Industrial Life.

J. ALBERT TREMBLAY, Metropolitan Life.

Three Rivers:

ERNEST RIVERIN, Industrial Life.

ROMAIN VEZINA, Crown Life.

PRINCE EDWARD ISLAND

Charlottetown:

HENRY WM. IVES, Confederation Life.

J. ALLISON MacKINNON, Confederation Life.

RALPH J. RUPERT, Confederation Life.

NEWFOUNDLAND

PETER J. MAHER, North American Life, St. John's.

In addition four candidates have completed all examinations, but have not yet qualified in other respects for the degree. They are:

ONTARIO

JOHN A. NORNABELL, Mutual Life of Canada, Peterborough.

ARTHUR G. MUTER, Mutual Life of Canada, Timmins.

Ottawa:

KEITH C. MacNABB, Great-West Life.

ALBERT E. VAREY, Great-West Life.

The Wawanēsa
Mutual Insurance Company
—ORGANIZED IN 1896—
Admitted Assets .. $3,819,972.11
Surplus 2,014,637.07
Dom. Govt. Deposit 1,939,324.33
— Write for Financial Statement —
Head Office, WAWANESA, Man.
Eastern Office: TORONTO, Ont.
Branches at Vancouver, Edmonton, Saskatoon. Winnipeg and Montreal.
2,000 Agents Across Canada.

Insurance Official
Insurance executive of proved ability seeks change. Experienced man with high grade training conversant with all classes and phases of Insurance would consider offer from General Agency Brokers or Company Head Office.
Refer to your nearest Employment and Selective Service Office, fyle H.O. 521.

United States
Fidelity & Guaranty
Company
TORONTO

WHERE IS THE FIGHTING FRONT?
It's not only in Europe, in Asia, on the seven seas—it's right here in Canada. There is an enemy within our shores whom we must fight at every turn. The Axis have no greater ally than *Fire*—lurking to destroy our factories, supplies and even to deprive us of our homes. Against this enemy too, we must fight.
Board insurance *is* fighting this enemy. Part of your premium dollar goes to prevent fires, the balance to ease the financial burden that inevitably follows in the wake of fire. You should make certain that your insurance protection is adequate.
GREAT AMERICAN INSURANCE CO • ROCHESTER UNDERWRITERS AGENCY
Great American and Associated Insurance Companies New York
AMERICAN ALLIANCE INSURANCE CO. • GREAT AMERICAN INDEMNITY CO.
J. H. HARVEY, MANAGER - 465 ST. JOHN STREET, MONTREAL
BRANCH OFFICES IN TORONTO, WINNIPEG, VANCOUVER

Increase of 60% Seen In Span of Human Life

Metropolitan Life Statistics Show General Death Rate Dropping From Around 30 per 1,000 to About 10 in 75 Years

A FAMILY OF 30 MILLION. The story of the Metropolitan Life Insurance Co. by Dr. Louis I. Dublin, third vice-president and statistician, published by the Metropolitan Life Insurance Co. to commemorate its 75th anniversary.

Through improved health measures, the longevity of the human race on the North American continent has increased substantially in recent years. Death rates per 1,000 over both Canada and the United States have dropped materially, and the average length of life of the people as a whole is higher.

In its role as an insurance company actively interested in welfare work and all that helps to extend the span of human life, the Metropolitan Life during its 75 years of existence has collected a vast amount of data as regards its "Family of 30 Millions." The information regarding the early years of the company's existence is especially valuable because there is so little reliable general statistical information of that time available.

Phenomenal Progress

In this history of the company, one of the most interesting chapters is that describing the progress that has been made in public health which Dr. Dublin describes as phenomenal. In support of his use of the word he states that in 1868, the year the Metropolitan was chartered, the mortality in New York City was 28 per 1,000 population. In many cities death rates exceeding 30 per 1,000 were common. The advance from such figures to current rates of about 10 per 1,000, he attributes to advances in public health, medicine and general living standards. Evidence of the change in infant mortality is given in his statement that in 1868, from 150 to 200 children out of every 1,000 born failed to attain their first birthday. Today infant deaths number only about 40 per 1,000 and even less in some of the larger cities.

Previous Epidemics

Changes in living conditions are indicated by the fact that whereas years ago epidemics of various diseases, especially diphtheria and typhoid, were dreaded, both diseases have now been reduced to a minor position as regards cause of death. In fact, regarding typhoid, he states:

"That the occurrence of any epidemic of this disease under modern conditions is a sign of culpable neglect on the part of the community is attested by the fact that in some instances damage suits have successfully been brought against municipalities by victims of the disease or their surviving relatives."

Average span of life of the population has increased from 40 years, three quarters of a century ago, to 64 years today—an improvement of 60%. Dr. Dublin attributes the change largely to reduction in mortality in infancy and childhood.

Increased Longevity

Increases in the longevity of the company's policyholders have been even greater. The company's records from 1911, two years after its welfare department was established, are fairly complete. Campaigns conducted against diphtheria, tuberculosis and pneumonia have been conducted in such ways as to reach beyond the policyholder group to the general population.

In 1920 the death rate among the pany's industrial policyholders, ages 1 to 74, was 13.5 per 1,000 of population. Current rates are 6.1 per 1,000, and the average life of these policyholders has increased from 46.6 years to close to 64 years, an increase of almost 37%.

In 1911

In 1911 the death rate among the industrial policyholders, ages 1 to 74, was 10.4 deaths per 1,000 of population as against 9 per 1,000 of the general population. Currently the rate of mortality in each group is about 6 per 1,000. Thus, he points out, the industrial policyholders starting as they did on a considerably less favorable mortality level have now caught up with the general population. The same results have been attained as regards respective spans of life. The achievement, says Dr. Dublin, is no accident and he attributes the results as in part at least due to the company's welfare program in raising the health of an economically less favored group to the level of the American people as a whole.

In Canada

In Canada the total death rate the company estimates has been reduced 15%. As a special example of what can be accomplished in a short time he quotes the municipality of Thetford Mines in Quebec where, largely due to the company's efforts, in three years the infant mortality rate was reduced from 300 per 1,000 to 96, a reduction of 68%.

The title of the book, "A Family of 30 Million," draws attention to the fact that one fifth of the population of Canada and the U. S. is insured with the company. This is an example of the interest which the people of the country as a whole have in the institution of life insurance.

In other chapters, Dr. Dublin tells how the company invests the $6 billions of assets belonging to its policyholders, what items enter into the cost of life insurance, etc.

Bank of Canada Assets Lower

A drop of about $18 millions in total assets is shown in the statement of the Bank of Canada for the week ended Sept. 15. The drop was entirely in miscellaneous assets including cheques—on other banks not yet cleared, other assets being higher.

On the liability side, note circulation advanced to another new high level. Dominion Government and miscellaneous deposits were lower while deposits of the chartered banks with the Bank of Canada and miscellaneous liabilities were slightly higher.

	Sept. 15 1943 $	Sept. 8 1943 $
Capital paid-up .	5,000,000	5,000,000
Notes in circultn.	808,281,419	803,334,977
Rest fund	6,472,953	6,472,953
Deposits: Dom. ..	64,719,797	89,256,084
Banks	317,253,367	312,451,203
Other	11,308,710	16,318,159
Total deposits ..	393,281,874	418,025,446
All other liabs. ..	22,890,121	20,250,632
Total liabs.	1,235,926,367	1,253,084,008
Assets		
In Sterling & U.S.	56,912,441	56,264,841
Subsid. coin	239,199	254,624
Investments:		
Dom. govt. sh..	798,866,404	797,256,281
Other Dom. gov.	362,909,968	351,373,408
Total invest.	1,161,776,372	1,148,629,689
Premises	2,100,957	2,099,824
All other assets .	14,897,398	45,835,030
Total assets	1,235,926,367	1,253,084,008

War Risk Rate Again Reduced

From Our Own Correspondent

Montreal—Further downward revisions of war risk rates have been announced by the Canadian War Risk Committee, representing private underwriting companies here. The changes embrace the important West Indies area, as well as Australasia and certain other voyages, including some to South America.

Rates to the West Indies continue to be quoted on a split basis with the Orinoco River as the dividing line, and the new tariffs range from 1½% to 3% instead of from 2% to 3½%, with Canadian Atlantic ports carrying 2% and 2½% rates compared with 2½%.

Voyages to Australia via Suez or Cape Town are now 6% instead of 7%. To Australia via Panama the rate is now 5½% compared with 6%, while the straight transpacific rate remains the same at 4%.

Weekly Bank Clearings

	Sept. 16 1943 $	Change year ago %	Sept. 9 1943 $
Halifax	3,860,008	—6.4	3,682,159
Saint John .	2,541,204	—1.3	3,253,114
Moncton	1,189,026	—0.8	1,112,504
Sherbrooke .	1,064,499	+5.0	1,066,156
Quebec	6,576,008	—5.7	5,295,431
Montreal ...	151,910,461	+3.1	140,539,648
Ottawa	67,832,426	+59.8	104,450,793
Kingston ...	855,411	+3.9	778,567
Peterborough	1,028,503	+14.0	832,951
Toronto	166,189,913	+14.7	161,416,935
Hamilton ...	6,733,384	—9.1	6,980,007
St. Catharines	1,614,486	—0.02	1,180,787
Kitchener ..	1,444,824	—4.4	1,135,659
Brantford ..	1,178,519	+13.0	917,675
London	3,214,448	+3.7	2,584,886
Chatham ...	719,553	+14.9	840,925
Windsor	4,552,679	—6.7	3,167,625
Sarnia	916,532	+49.6	829,514
Sudbury	1,179,880	+7.4	895,110
Fort William	1,164,640	+6.9	1,022,263
Winnipeg ...	81,852,517	+74.7	59,660,347
Brandon	616,851	+12.3	539,039
Regina	9,122,517	—3.0	5,637,049
Moose Jaw ..	958,674	+4.6	848,993
Saskatoon ..	2,251,613	+16.0	1,913,235
Prince Albert	635,346	+16.3	569,067
Edmonton ..	8,828,179	+36.3	7,610,478
Calgary	9,273,026	+28.7	9,744,536
Lethbridge .	965,626	+25.8	785,141
Medicine Hat	536,244	+7.5	484,527
N. W'minster	805,877	—19.6	756,663
Vancouver ..	29,302,522	+9.1	24,195,557
Victoria	2,291,719	+17.2	1,748,351

Bank Chat

Edward N. Bate who recently retired from the management of the Imperial Bank of Canada, Yonge and Wellington Sts. branch, Toronto, had 51 years' continuous service with the bank. He joined the organization in 1892, at St. Catharines, Ont., and served in various capacities in different parts of the country including the post of manager at North Bay, Ont. In 1918 he was made assistant manager at the main office at Wellington St. and Leader Lane, and when the main office was moved to the new building at Bay and King Sts., he became manager at Wellington and Leader Lane. Later when that buildng was burned, the branch was re-established at Wellington and Yonge where Mr. Bate retired. He has been succeeded by J. W. Thomson, formerly manager at Dundas St. and University Ave.

MORDEN, HELWIG & FERRIE LIMITED
Insurance Adjusters
Automobile, Casualty, Fire and Allied Lines, Inland Marine
HAMILTON, LONDON, WINDSOR, KITCHENER, ST. CATHARINES, SARNIA, CHATHAM, OWEN SOUND

Staff Changes

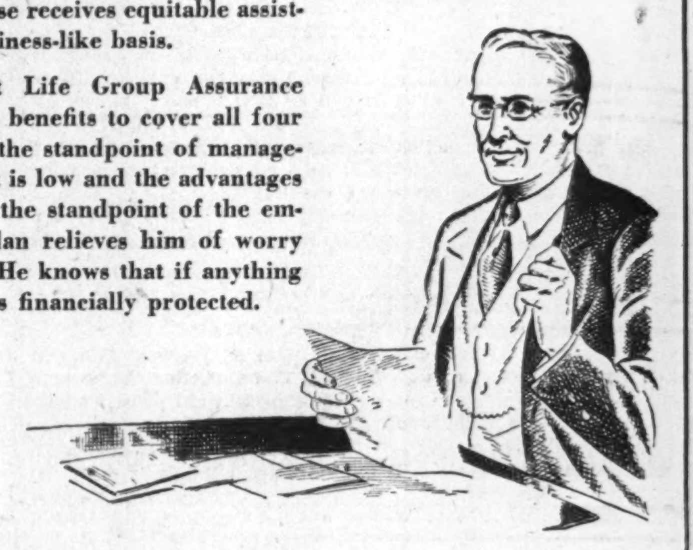
The Bank of Nova Scotia announces the following staff changes:

G. S. JOURDAN, to be manager, Hel bury, Ont.

G. J. TOUCHIE, to be accountant, P tou, N.S.

C. A. VANSTONE, to be account Antigonish, N.S.

A GROUP ASSURANCE PLAN FAIR TO ALL
Death Benefit . . Weekly Indemnity
Hospitalization . . . Surgical Fees
It is far better to have a prepared plan than to have to deal with each individual case when the misfortunes of death, accident or illness befall an employee. Then every case receives equitable assistance on a business-like basis.
A Great-West Life Group Assurance Plan provides benefits to cover all four needs. From the standpoint of management, the cost is low and the advantages many. From the standpoint of the employee, the plan relieves him of worry and anxiety. He knows that if anything happens, he is financially protected.



Have a Great-West Life man furnish details.
THE GREAT-WEST LIFE ASSURANCE COMPANY
HEAD OFFICE ... WINNIPEG

Every home with a child needs LIFE INSURANCE PROTECTION

How much money do you save each year? How long will it be until you have saved enough to be able to say "my family's future is *secure*"?
In many instances, the only way to immediately provide for future security is by Life Insurance. Through a Mutual Life of Canada policy you can create TODAY a *substantial estate* . . . a *life income* for your loved ones . . . *immediate cash* if required . . . and *security* for your own retirement, too.
There is a choice of Mutual Life of Canada policies to fit your needs, adapted to limited wartime incomes. Call or write your nearest Mutual Life representative now.
THE MUTUAL LIFE OF CANADA
Established 1869
HEAD OFFICE • WATERLOO, CANADA
INSURANCE IN FORCE OVER $638,000,000

PROFESSIONAL DIRECTORY

CONSULTING ENGINEERS

THE GENERAL ENGINEERING COMPANY
(CANADA) LIMITED
ENGINEERING CONSTRUCTION
OPERATION OF INDUSTRIAL PLANTS
100 Adelaide St. West WA. 8605 Toronto

LEGAL

FENNELL, PORTER & DAVIS
ROBERT FENNELL, K.C. DANA H. PORTER
BRUCE P. DAVIS
BARRISTERS, SOLICITORS
Telephones ADelaide 7382-7383-7384
CABLE ADDRESS, "THIMSON."
TORONTO CANADA

McLAUGHLIN, JOHNSTON, MOORHEAD & MACAULAY
Barristers, Solicitors, Notaries
302 Bay St., Toronto
Telephone ELgin 4217
L. Macaulay, K.C.
H. J. McLaughlin, K.C.
W. W. McLaughlin, K.C.
D. C. Wells R. F. May
H. W. Alles R. H. Soward
L. B. Webster J. M. Magwood

CHARTERED ACCOUNTANTS

WINSPEAR, HAMILTON & CO.
C.P.R. Building, Edmonton
WINSPEAR, HAMILTON, ANDERSON & CO.
Bank of Nova Scotia Bldg., Vancouver
Chartered Accountants

WILTON C. EDDIS & SONS
Established 1895
CHARTERED ACCOUNTANTS
Federal Building, Toronto

CLARKSON, GORDON, DILWORTH & NASH
CHARTERED ACCOUNTANTS
15 Wellington Street West, Toronto
Toronto—Montreal—Hamilton—Winnipeg—Vancouver
E. R. C. CLARKSON & SONS
Licensed Trustees and Receivers
15 Wellington Street West, Toronto

WM. C. BENSON & CO.
Chartered Accountants
OFFICES AT
LONDON TORONTO WINDSOR
267 Dundas St. 86 Bloor St. W. 206 Douglass Bldg.

McDonald, Currie & Co.
Chartered Accountants
MONTREAL TORONTO QUEBEC OTTAWA

Charles T. Sears & Co.
Chartered Accountants
ROYAL BANK BUILDING, LONDON, ONTARIO
CHARLES T. SEARS, C.A. H. H. GRAHAM, C.A. P. E. MOLLOY, C.A.

ROBERTSON, ROBINSON, McCANNELL & DICK
Chartered Accountants
D. H. McCANNELL — Licensed Trustee in Bankruptcy
Sterling Tower, Toronto

Ross, Frewin & Co.
Chartered Accountants
D. L. Ross & Co.
Licensed Trustees *Liquidators* *Receivers*
TORONTO MONTREAL MONCTON

MILLAR, MACDONALD & CO.
Chartered Accountants
WINNIPEG, MANITOBA

CHARTRE, SAMSON, BEAUVAIS, GAUTHIER & CIE
Chartered Accountants,
Licensed Trustees & Receivers
MONTREAL QUEBEC ROUYN

RITCHIE, BROWN & CO.
Chartered Accountants
MONTREAL TORONTO VANCOUVER

THORNE, MULHOLLAND, HOWSON & McPHERSON
CHARTERED ACCOUNTANTS
E. J. HOWSON FEDERAL BUILDING GALT
R. S. McPHERSON TORONTO KITCHENER
Licensed Trustees

RUTHERFORD WILLIAMSON & CO.
Chartered Accountants
Rutherford Williamson, F.C.A. Harold A. Shiach, F.C.A.
D. J. Sales, C.A. W. F. Gibson, C.A. R. J. Middleton, C.A.
TORONTO—MONTREAL
Licensed Trustees and Receivers
Rutherford Williamson, F.C.A. F. R. McCutcheon, C.A.

MASECAR, DeROCHE & McMILLAN
Chartered Accountants
SASKATOON SASK.

T. P. GEGGIE
CHARTERED ACCOUNTANT
PHONE ELGIN 8557
330 Bay St.
TORONTO, CANADA

DONALD R. MacQUARRIE
Chartered Accountant
7 Adelaide St. W. Toronto
WA. 2403

Ronald, Griggs & Co.
Chartered Accountants
WINNIPEG
SASKATOON

Elson From Washington

What Kind of Postwar Business?

Significant contrasting trends in British and American business thought on postwar planning have been revealed here recently. They are of prime importance to Canadian business men now shaping the Dominion's future commercial policies.

The British view is cautious, tinged with a moderate pessimism. It is best represented by Sir Clive Ballieu's view that Britain's new position as a debtor nation will force her to expand exports but limit some of her pre-war imports. His comment is significant for, as British member of the Combined Raw Materials Board, he has had a front-row seat on War planning and buying. Now he has resigned to become President of the Federation of British Industries where he will have a long-range influence on U. K. policies.

The American view is typically adventurous, booming, confident and expansive. Forty-three-year-old Eric Johnston, youngest man ever to be president of the United States Chamber of Commerce, came back from a trip to Britain the other day proclaiming that Britain had nothing to fear so long as we had an expanding postwar economy. Johnston, who reveals his supreme confidence in American business, frankly admitted differences with the British. He wants open competition, no agreements. He doesn't want to divide markets, and he thinks tariffs are secondary to maintenance of high purchasing power.

The differences in these two views are frankly recognized in both political, diplomatic and business circles to be the most delicate problem in Anglo-American postwar relationships. Johnston's solution is for a conference of business men of all the countries around the Atlantic seaboard to agree upon postwar objectives and later to invite Russia to enter the discussions. Although the American Chamber of Commerce head would include labor and farmer exchanges in his British-American discussions, which would be the key to wider agreement on the Atlantic "basin" group, he would not hold them on a governmental level. Governments usually do what the people want, he says.

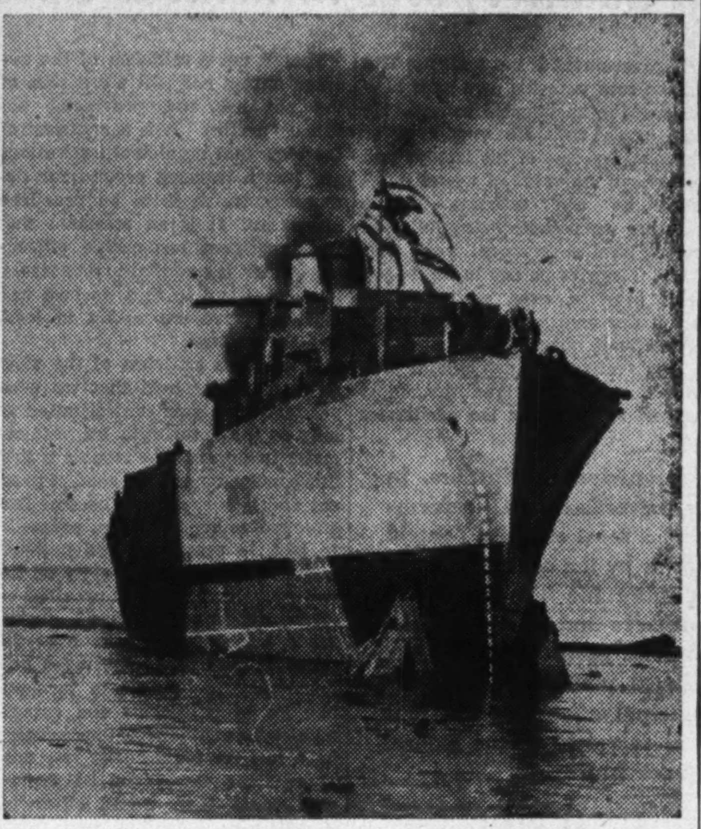
- **Differing British and American opinion on postwar policies pose delicate problem.**
- **U. S. compelled to decide for or against isolationism.**
- **Coming squabble between privately owned and government-controlled air lines.**
- **What Britain wants to know.**

There are serious objections. Primarily the problem of collective security enters. And that is political and diplomatic. Even Johnston recognizes this for he says that it must be the basis for future prosperity.

●Sir Clive, however, raises another issue in respect to future American policy. He has pointed out that when Britain was the greatest creditor nation she conducted her commeree in such a way as to prevent too great an accumulation of balances. The implication was that he hoped the United States would pursue a similar course. But American policies in the past have not been based upon the assumption that she was a great creditor nation. Witness her lack of consistent foreign policy or rather a policy inconsistent with her world responsibility.

A major shift in that policy is now under way. Force of circumstances compel the United States to turn its back upon isolationism. The coming choice is between world-wide collective security or a frank acceptance of power politics. This is bound in turn to leave its mark on business.

●Johnston called attention to the fact that Britain's business men would like to find security of markets. They are also committed to government ownership of air transport. American business will fight to the death the adoption of the same policy. What, then, will be the outcome of open competition between privately owned air lines and government-controlled transport?



Sponsored by Mrs. Ambridge, wife of D. W. Ambridge, director general of shipbuilding, Department of Munitions & Supply, H.M.C.S. "Stettler" hits the water at the yards of Canadian Vickers Ltd. This is only one of a number of frigates which have been turned out ahead of schedule by the company since its shipyards were turned over to naval work not long ago. The newly launched frigate is named after the town of Stettler, Alta., the locale of an outlying Vickers plant.

Equally important, although less in the spotlight than the dramatic air transport problem, is the question of postwar shipping. Britain's pre-war shipping was one of her greatest assets. Services are as important as trade in contributing to a nation's wealth. The United States is a growing maritime power. Britain's fleet and shipbuilding facilities have been overtaxed by a war and she appears bound at the peace to have fewer flagships than the United States. How are British and American shipping policies to be maintained? And what part will Canada play?

●In the past heavy subsidies have been needed in the United States and Canada to maintain merchant fleets because of the higher living standards offered by shore employment. In Britain this was not the case. Are the new-born fleets of the United States to be maintained on the seas by subsidies to private corporations? The British would like to know the answer here.

Probably as good a test of our future co-operation and collaboration will be afforded in South America. There the United States has taken over many of the business contacts previously enjoyed by Britain. The British are understandably worried. But American business men say that though they may have the contacts they have been unable to satisfy South American needs because of the shipping situation. The field, therefore, is open as before for competition—and that British exports, because of long-time preferences, still hold the edge in an open fight for markets.

And what is Canada's position in the face of these problems? That is a question that Canadian business men apparently must still decide.

House Committee to Probe Aluminum Industry and WPTB

By STAFF WRITER

OTTAWA.—Behind closed doors, the ramifications of the aluminum industry in Canada are to be investigated by subcommittee No. 3 of the Special Parliamentary Committee on War Expenditures.

Other matters to be probed very shortly are the Wartime Information Board, the Wartime Prices and Trade Board, the Wartime Industries Control Board and other war boards about which members or the public generally is thought to register complaint or misunderstanding.

Membership in this special subcommittee is as follows:

Roy T. Graham (Swift Current), chairman.

Harry R. Jackman (Rosedale, Toronto).

M. J. Coldwell (Rosetown, Sask.).

Thomas F. Donnelly (Wood Mountain, Sask.).

R. W. Gladstone (Wellington South, Ont.).

Gaspard Fauteux (St. Mary, P.Q.).

Howard W. Winkler (Lisgar, Man.).

Also on this subcommittee (ex-officio) is Hughes Cleaver, recently named chairman of the Special Committee proper. An organization meeting will be held on Sept. 13.

Two Important Items

In addition to having the Shipshaw Development and Wartime Boards on its agenda, special subcommittee No. 3 has also two other important items of business:

(1) Government-owned companies, and all types of military equipment and supplies other than those already referred to other subcommittees.

(2) Corporation taxation including special wartime accelerated depreciation.

The agenda for the two other subcommittees which comprise the Special Committee on War Expenditure is as follows:

Subcommittee No. 1:

(a) RCAF services and aircraft production.

(b) Naval services and shipbuilding of all types.

(c) Contracts with civilian flying clubs, associations or companies.

(d) Airport, airdrome and Air Force buildings, construction, specifications and designs for such projects, and inspection thereof during construction.

Subcommittee No. 2:

(a) Army Service.

(b) All types of army equipment.

(c) Medical, dental and hospitalization services in Army, Navy and Air Force.

(d) Food supplies for forces, inspection thereof, catering and salvage of waste.

(e) Army and Navy building construction.

The agenda for the first subcommittee shows little or no change from what had been already under way. In regard to subcommittee No. 2, the new items on its agenda are army services and army equipment and the construction of army and navy buildings.

Another Million to Refit Large Homes as Apartments

Outlay of a second million dollars recently approved for the Dominion Government's house-into-apartment alteration program in war-congested cities will put it into bolder prominence among wartime housing expedients. The scheme, a charge of the National Housing Administration, Ottawa, of which Frank W. Nicolls is director, now embraces 400 conversion jobs instead of the 200 previously authorized. It is known as the "Housing Conversion Plan" but, as yet, has produced finished premises only at the capital. As it stands, the fund will provide housing for perhaps 2,000 families.

The second million dollars is divided among Ottawa, with $250,000 added to an earlier $250,000 fund; Hamilton, Brantford and St. Catharines sharing $250,000; Montreal and Quebec sharing $500,000. These cities were not included previously. Adjoining municipalities in each area are involved. Order-in-Council authorizing doubling of the expenditure and expansion of the program geographically was issued on Sept. 9. Ottawa, Toronto, Vancouver and Victoria programs previously had been authorized at $250,000 each.

Buying Equipment

Plumbing, heating and other mechanical supplies are being purchased by NHA headquarters at Ottawa, while general trades supplies to a large extent will be provided by contractors, some of whom are being engaged on a time-and-material basis. Architects in private practice are being retained. Planning and execution of the work is under supervision of district offices of the administration.

Sun Life Assurance Co.'s Harold Glover (realty dept.) is acting regional director at Montreal, with offices in the Sun Life Building. Architect William Holcombe is in charge of a newly-opened Hamilton office of NHA, while Architects Raymond Card, Jocelyn Davidson and William Sutherland are regional officers at Toronto, Vancouver and Victoria, respectively.

Toronto's initial conversions are in the plan stage on the boards of architects, John Parkin, James Thompson, Page & Steele.

Follows U. S. Program

Following by about a year a similar program of United States NHA, Canada's housing conversion scheme calls for entry of the administration into lease-agreements with approved owners, covering a period of five years, plus a maximum additional period of three years, at a rental based on the figure the unconverted building would command in the present rental market, provided this does not exceed 1% per month of assessed or appraised value.

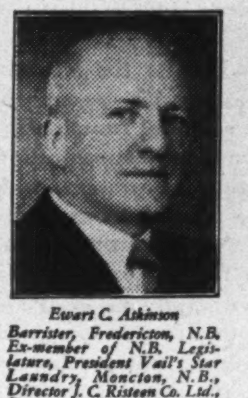
Cotton Operations Near 1939 Level

From Our Own Correspondent

MONTREAL.—Cotton mill operations continue to slow down and at present are not far above the level prevailing in 1939. Last month 33,869 bales of cotton were opened by Canadian mills. This contrasts with 34,683 bales the previous month; 39,105 in Aug., 1942, and 32,317 in Aug., 1939.

W. H. BOSLEY & CO.
REAL ESTATE BROKERS
PROPERTIES: SOLD, RENTED
MANAGED AND APPRAISED.
INSURANCE
WAVERLEY 1031
28 ADELAIDE ST. W., TORONTO

"My National Life Policies Fill a Twofold Need"
. . . says Mr. E. C. Atkinson



Ewart C. Atkinson
Barrister, Fredericton, N.B. Ex-member of N.B. Legislature, President Vail's Star Laundry, Moncton, N.B., Director J. C. Risteen Co. Ltd., Fredericton, N.B., Past President, Fredericton Board of Trade.

"The protection and security provided by life insurance," states Mr. Atkinson, "are needed today more than ever by every individual. Because my National Life policies fill that twofold need, I regard them as a bulwark against the uncertainties of the future."

A prominent Maritime lawyer, and a National Life policyholder since 1916, Mr. Atkinson is yet another outstanding Canadian to endorse life insurance as a means to protection and financial security.

The National Life
Assurance Company
of Canada
Home Office Toronto
Established 1897

SERVICE SAVING SECURITY
Fire and Allied Lines Written in Associated Companies
Automobile and General Casualty Insurance
Lumbermens
MUTUAL CASUALTY COMPANY
Agency Inquiries Invited
VANCE C. SMITH, Res. Sec'y. Continental Bldg. Toronto. Elgin 3355
"THE SAFETY-MINDED COMPANY"

A NEW CONTINENT BECKONS IN CANADA'S NORTHLAND!

CANADIAN PACIFIC AIR LINES

Were he alive in the post-war world of tomorrow, Horace Greeley might well say, "Go north, young man, go north!"

For in Canada's Northland lie the world's greatest untapped resources . . . undiscovered wealth. There, north of the 53rd parallel, are over 1,500,000 square miles of largely undeveloped riches . . . minerals, timber, fuel. There are the air bases for short "roof-of-the-world" air lines to Europe and Asia . . . THERE IS THE FUTURE!

Already, Canadian Pacific Air Lines has laid the foundation for the north that *is to be*. A large fleet of modern planes, with an annual flying mileage of over 5,000,000 plane miles, steadily brings the north nearer to settled industrial centres. Today war cargoes fill these planes. Routes connect with Trans-Canada Air Lines and the leading United States air lines.

Yes, the north is opening. With victory, Canadian Pacific Air Lines will open it . . . wide . . . wide . . . WIDE!

LET'S FINISH THE JOB—
BUY WAR SAVINGS STAMPS
AND CERTIFICATES

Canadian Pacific
AIR LINES
The Wings of the World's Greatest Travel System

Local Self-Government

Political Wisdom Through Local Rule

Municipal Bodies Act as a Counterpoise to Central Government

Professor Corry is associated with Queen's University, Kingston. The following article is the essence of an address recently delivered by him at the annual convention of the Ontario Municipal Association at the City Hall, Toronto.

The weakness of municipal governments in dealing with urgent problems is no proof at all that the ills of our time can be cured by wholesale reliance on central governments, provincial or Dominion.

A remarkable set of powerful forces have been adding to the powers of central governments all over the world year by year since the dawn of the present century. The two great wars of our time accelerated but did not originate them.

Many people who do not like the development seem to be hypnotized by it. They assume that it must and will continue just as when the stock market is rising we find it hard to believe that it will ever turn into a decline and vice versa.

Then there are growing groups of people who look for salvation from the national disturbances of depression and economic dislocation and from the international disturbances of war through centralized planning of social and economic life.

In spite of the frequent assertions that local self-government is essential to democracy we have lost sight of the real reasons why this is so. And when we lose sight of the reasons for our opinions, the opinions themselves lose much of their vitality.

Let us look at the two stock arguments which have been used to show that local self-government is vital to democracy. First, the responsibilities of local office provide a training ground for statesmen and politicians. By being faithful in small things, the municipal councillor learns to handle great affairs when he is called by the electorate to service in the provincial or national sphere. Second, the mass of citizens get an indispensable political education through discussion of live local issues and participation in frequent local elections. They are thus enabled to grasp national issues and to exercise their franchise wisely in national politics.

I do not wish to deny the importance of these arguments. But to my mind they are far from being the main reasons why municipal institutions are vital to democracy. Indeed, they obscure the main reasons by assuming that it is national or provincial politics alone which really matter in a democracy and that local politics are merely a training ground—not even a bush league! This mistaken assumption has a great deal to do with the now common belief that the only democratic processes which matter take place on the national or provincial level. We have a weakness for big things.

Democracy, in the full sense, can be a reality at the local level, but it becomes less and less real as we move from the municipal to the provincial and from the provincial to the national sphere. Democracy in the full sense of which I am speaking means intelligent participation in the choice of those who govern and in the approval of the policies by which we are governed. Intelligent participation means that the citizen is able to judge the character and the qualifications of those who seek his vote and to understand the programs or platforms he is asked to support or reject.

Despite the weakness of municipal institutions in dealing with urgent problems, nevertheless it performs an essential function in keeping a most effective control of a heavy concentration of power by the central government. At present, with our liking for big things, we are tending to expand the numbers and powers of the central government. A live public opinion, which can be formed only by the intelligent participation of the community in local and municipal affairs, is the best insurance that increased powers exercised by the federal body do not develop into dictatorship,

Responsible participation means that the citizen, as he votes, realizes that his vote affects his own and the public welfare, that he and the public welfare will suffer the consequences of his errors in judgment and that, therefore, he must constantly watch his elected representatives and the working out of programs and policies in practice so as to rectify errors at the earliest possible moment.

I do not say that this ideal of democracy is fully realized in practice in local self-government. But some approach to this ideal of intelligent responsible participation is made in all municipalities where self-government is not a sham. The citizen sees with his own eyes how the men he has elected behave. He can—again with his own eyes or through the eyes of his friends and neighbors, the value of whose judgment he can estimate — decide whether the policies being followed by his local government work well or ill. Many of us fail to do it—yet it is possible, even while we go about our own jobs, to keep track of our local government.

It is vastly more difficult in provincial and national politics. Most voters do not know the candidates among whom they must choose. This is often true in municipal politics also, particularly in large urban municipalities, but it is not nearly so general as it is in provincial or national politics. Moreover—and more important—many of the problems in these latter fields are abstract to the average citizen: they do not arise out of things which come concretely to his attention and about which he has knowledge. He does not understand the jugglery by which the budgets are balanced; he does not understand the cases for and against free trade.

The best proof that I am right is to be found in the behavior of the political parties. They do not want to bore the citizens by fighting elections on statistics, hard facts and logical arguments. They try to help him to make up his mind easily by finding some simple issue which appeals to his likes and dislikes. Hence, provincial and national elections always tend, much more than municipal elections, to be a registration of emotions which can scarcely be defined as the intelligent responsible participation which I have suggested is the essence of democracy.

This is not a criticism of the average citizen nor is it a criticism of the national and provincial political parties. It is a criticism of the view that municipal institutions are just a training ground for democracy which is to be practiced elsewhere. It is an assertion that the intelligent responsible citizenship which is essential to democracy must continue to find its best and most effective expression in local self-government.

It is also a criticism of the view now commonly held that we need not fear wholesale centralization as long as the voter with his vote remains in control. The trouble is that this control is none too good at present and it is certain to become less effective as centralization proceeds. In fact, in provincial and national politics we rely very heavily on the two-party system which provides an alternative government always ready and eager to take over the reins. It is of first importance in a democracy to be able to turn out one lot of politicians and experiment with another lot, thus keeping both lots on tenterhooks lest they abuse their power and be thrown out sooner than would otherwise happen.

Another important function of municipal institutions is their contribution to general stability and national unity. As long as local governments have the final word on a wide range of matters, most of the conflicts which inevitably arise in every community have to be settled at the local level and they are settled by some kind of tolerable compromise which recognizes the realities of the situation because there is an alert local public opinion which knows the facts and demands a settlement under some minimum conditions of fair play. If a row develops over the scale of relief, the municipal council must take the responsibility for decision.

On the other hand, if this matter has to be decided by the central government, the interests most directly affected must organize to bring pressure on the government. The result is likely to be a national ratepayers association and a national association of unemployed both of which establish powerful lobbies in the capital. Behind each of these associations are thousands of determined people who insist, not on a settlement but on the triumph of their particular interest. The leaders of these pressure groups must be, above all else, champions of the interests they represent.

The glare of publicity which beats on national affairs makes it difficult to climb down without losing prestige. Accordingly, if we multiply greatly the number of formerly local issues which have to be decided by the central government, we need not be surprised if the powerful and contradictory pressures thus generated result in violent rocking of the ship of state. We can expect the splintering of the great political parties under the impact of pressures arising from all parts of the country.

If the central government has all the time to be taking decisions which reach deep into the heart of each community, the members of parliament, who after all come from these communities, will be constantly distracted from broad questions of the national interest. They, too, will be forced to become champions of their local, regional or class interest. The differing views which they take on these matters will bring to an end the simple alignment into two great political parties.

To take an extreme example, if education were centralized under the control of the Dominion Government, a great impetus would be given to the new national party which is threatening to appear in Quebec as a champion of Quebec interests.

Perhaps the clearest illustration now before our eyes is one which does not involve the powers of local government. The Dominion Government now fixes the price of wheat which is the basic and all-important factor in the community life of prairie Canada. Does anyone doubt that if the Government continues indefinitely to fix the price of wheat the political labels of Liberal, Progressive Conservative and CCF will become almost meaningless on the prairies and that a new party devoted to maintaining this vital interest is likely to emerge?

A wide area of local self-government thus contributes greatly to political stability and national unity. If the two great parties broke into a dozen factions and national politics were beset by scores of powerful lobbies representing particular interests, we would live constantly under the threat of deadlock and paralysis in national politics, i.e. we would be torn by disunity. This state of affairs can rapidly degenerate into a great national emergency with its call for a supreme leader who will override selfish factions and special interests—in short, the pattern of events out of which dictatorship is born.

One of the indispensable functions of municipal institutions is to act as a counterpoise or balance to the central government. It is of extraordinary importance at a time when the powers of central governments are expanding rapidly and, despite our best efforts, will remain much greater than ever before in our history, to have active energetic local centres of political life which resist the natural aggrandizing tendencies which central governments, like all other forms of human organization exhibit.

As long as there are independent local governments with wide powers, communities will want to go on governing themselves and many men of modest ambition will find an outlet for their energies and their desire for public service in the conduct of local government. Together they will resist the attempts of central governments to encroach upon them. Indeed they may resist too much, clinging doggedly to powers they can no longer exercise effectively.

But we must reckon with the bad which the good often carries with it. The point is that the central government—or the bureaucracy as we call it in moments of bitterness—is kept in its place not only by Parliament and by the electorate controlling Parliament through elections, but also by the quite independent powers of the municipalities checking and resisting it. The most effective way to control a heavy concentration of power is to balance against it independent centres of power because this check operates almost automatically.

D. J. BAILLIE T. R. McLAGAN DOUGLAS AMBRIDGE DR. J. C. FLANAGAN

REUNION IN A SHIPYARD

Launching of the frigate HMCS Stettler at an "Eastern Canadian Seaport," brought together on the platform the four men pictured here. Dimly visible in the background is the frigate. To each of them the reunion was an occasion. Reading from left to right are Donald J. Baillie, manager of Real Estate Sales, Royal Trust Co., T. Roger McLagan, general manager of Canadian Vickers Ltd., Douglas Ambridge, executive of the Ontario Paper Co. on loan to the Dominion Government as Director General of Shipbuilding for the Department of Munitions and Supply, and Dr. J. Cyril "Flin" Flanagan.

Mid-Continent Oil & Gas has been granted permission to sell through any registered broker in Ontario a total of one million shares. Company incorporated Sept., 1943, with an authorized capital of 1.5 million shares, n.p.v., of which one million are issued.

Fish Catch 1942 Of Record Value

The value of Canada's 1942 output of fish of all kinds was the highest on record, amounting to $75 millions compared with $62.3 millions in 1941. To this total sea fisheries contributed 88% and inland fisheries 12%.

By far the most important kind of fish in value of production was salmon, accounting for $22.9 millions. Herring, value $10.9 millions, and cod, lobster and whitefish come next in order of marketed value.

B. C. Share 50%

British Columbia's production accounted for 50.7% of the value of the catch with the other provinces contributing as follows:

Nova Scotia, 20.4%; New Brunswick, 9.4%; Quebec, 5.5%; Ontario, 5.5%; Manitoba, 4.8%; and the other provinces showing small amounts.

Total catch by weight was not so much larger in 1942 as would appear from the above figures, with the 1942 figure rising to 12,063,000 cwt. as against 11,989,000 cwt. the previous year.

Target for to-night

"A wrong label on a cartridge can cause a wrong signal. A wrong signal can destroy a plane and its crew, perhaps a squadron. A defective flare can be more costly in lives and money than a defective bomb or shell. By the colour of a flare a squadron of flyers can live or die. Such is the importance of pyrotechnic signals in modern war."

On parachute flares the bomber aircrew depend for lighting brilliantly, "Target for Tonight" — or for forced landings by night — or for lighting the enemy's terrain ready to photograph.

We are proud that our task is to provide the brave flying lads of the United Nations with a complete range of Flares, Pyrotechnics and Sea Markers, and other equipment in this highly important part of the Road to Victory.

MACDONALD METAL PRODUCTS CO., LIMITED
Operating
INTERNATIONAL FLARE SIGNAL CO. LIMITED
MACDONALD CHEMICALS LIMITED
WATERLOO, P.Q.

THE FINANCIAL POST

The Canadian Newspaper for Businessmen and Investors

Largest Circulation of All Canadian Financial Papers

Vol. XXXVII 10c a Copy; $5.00 a Year PUBLICATION OFFICE: TORONTO, SEPTEMBER 25, 1943 Member of Audit Bureau of Circulations No. 39

Be Sure to Read

Compulsion in Manitoba .. c12
Postwar and Business .. c13
Investing for Tomorrow . 4
Wisdom in Local Rule .. c14

The Nation's Business

Family Allowances Confuse Price Issue

The Administration is still trying to find a way out of the wage-price impasse into which it has worked itself. Confronted with the real meaning and disastrous consequences of capitulation on the wage ceiling front, the Cabinet has pulled up. The action which would have torn down the wage ceiling and brought the price ceiling down with it has been at least delayed and perhaps averted.

Our Ottawa correspondent reports current indications are that out of Mr. King's genius for the complex issue-avoiding compromise will probably come some wage tinkering plus some family allowances.

The family allowance plan is put forward by social planners and others as a desirable and necessary part of any ultimate blueprint for so-called social security. But even its protagonists agree that there are grave problems in introducing such a scheme at this time and as a solution for a wage-price impasse rather than as a reasoned and planned unit in a social security program.

For one thing, the Government will be open to the criticism that it is using this as a vote-catcher. For another, its injection at this time is almost certain to rouse suspicion and antipathy on the part of organized labor—an odd result since the measure, in part at least, is designed to aid the low-paid worker.

What seems clear, therefore, is that any proposal for family allowances should be kept clear of the present wage-price imbroglio and not thrown in to confuse the real issues on the anti-inflation front.

Having made this clear distinction, the starting point for any new anti-inflationary program should be for the Cabinet to reaffirm with all its power and authority and with its full and united strength its belief in the principle of the over-all price ceiling.

The immediate and positive reaction of business—both big and small—to recent fears that the Government was about to ditch the ceiling policy should be adequate evidence (if any be needed) that its maintenance is endorsed by the great majority of Canadians.

What is clearly needed is a new and vigorous statement of Government belief and support of this policy, followed by supporting action in making its intentions known and regaining the co-operation of Canadians in making the policy work.

A further step is to reconcile present and future wage policy with an over-all ceiling control. For two years these two programs have been galloping in quite different directions with inevitable and disastrous consequences. Now there must be a common policy in line with the realities of human needs, but firm and decisive enough to permit its operation with an over-all ceiling policy.

• • •

THEY DON'T WANT DEMOCRACY

"Of all Canada's political parties," says the Winnipeg Free Press, "none makes quite as much ostentatious noise about its love for democracy as the CCF. Its party spokesmen, indeed, work tirelessly to create the impression that their's is the only authentic democratic party in Canada and are outraged at the suggestion that there is a sinister totalitarian tinge in their colors."

But the working of the CCF mind is spotlighted in a resolution which was submitted to the Canadian Congress Labor convention at Montreal.

"... Be it further resolved that the delegates endorse the CCF party and **insist** that all unions in the Congress affiliate with the CCF."

Insist. Back the CCF or get out of the Congress regardless of what union members think about it. Ignore minorities. Go hungry if your plant has a closed shop contract.

Ersatz fascism, The Free Press calls it. It doesn't matter which side of the bread you butter. It's still bread and butter. And it doesn't matter whether you take away freedom and regiment and coerce in the name of fascism or in the name of socialism. It's still totalitarianism.

• • •

NOT THE WAY TO FULL EMPLOYMENT

That the welfare of any group within society depends on the welfare of all other groups is a truth that the Socialists apparently do not wish to see.

The CCF has been trying to get control of the labor movement in Canada. It claims to offer salvation for Canada's farmers. Some very skilful harmonizing will have to result.

The CCF and organized labor says it wants full employment. And it is very clear that it is determined to set its own terms in respect to high wage rates and short working time.

But the prices that enable any industry to operate at a profit, hence to give and maintain jobs, depend on the work it can get done for the wages it must pay.

On this point Sam O. Dunn, brilliant U. S. industrial newspaper editor, declares:

> "The most important disparity in incomes before the depression and one that very largely caused and protracted it was between the incomes of our rural and our urban populations. It was due to disparity between farm and industrial prices which, in turn, was principally due to high prices in transportation and industry. Because of it, for years, our government has been subsidizing and regimenting agriculture to restrict its production."

"Of course I have to keep raising my demands," a professional labor organizer recently said. "I have to, to keep the boys satisfied."

Driven by its professional leaders to demanding more and more, lacking the maturity and the long-term experience of its British counterpart, much of organized labor in Canada, by the shortsightedness of making excessive demands for increased hourly wages, can make unattainable the goal of full employment at a good annual income to which it and every other Canadian of every class income group aspires.

"It is not what one earns in a week that counts but what one earns in a year" is an obvious truth recently emphasized by the AF of L organizer, Aaron Velleman, recently speaking in Toronto.

By demands which this vocal section of labor presses regardless of every other interest in the community, it cannot only destroy the thing that provides the job and the wage, but it can slow and stall the nation's entire productive machinery.

Since 1925 labor's share of the net value of production in Canada has been from 44.3% to 48.8% with the average at 47.3%. Good years and bad, in times of active and passive union policies, the ratio of wages to production has been held stable—not by employers or governments, but by the impersonal pressure of economics.

Farmers and the scores of thousands of Canadians running stores and shops and businesses of one kind and another are some day going to catch on to the fact that the excessive demands and monopolistic practices of some sections of organized labor are not the road to the millennium.

N.B. Election May Follow P.E. Island

Observers Feel McNair Government to Accept What it Considers Favorable Chance

From Our Own Correspondent

FREDERICTON, N.B.—What happened in Prince Edward Island, where Premier J. Walter Jones' Liberal administration was returned with a two-to-one majority over the Progressive-Conservatives and the CCF failed to take a seat, may easily lead to an early general election in New Brunswick.

Best informed sources in this Provincial capital say Premier John B. McNair has been contemplating a snap contest this year, instead of waiting until the legislature's term runs out in 1944 and that the P. E. I. results may have helped him make up his mind.

Feeling in political circles here is that the way the vote went on the island proved:—

(1) That the CCF has thus far secured no hold in the Maritimes, except in certain mining centres in Nova Scotia.

(2) That wartime aids to agriculture, such as country-wide uniformity of prices of fertilizer and mill feeds, and subsidies on dairy products, have largely offset the irritations of war so far as Maritime farmers are concerned. (These aids have overcome obstacles farmers in this part of Canada faced because of their geographic position, which made their freight bills high. N.B.'s Liberal Government hopes to reap some benefit from this fact.)

Other things which make the Administration's chances look bright, as the Liberals size up the picture in this province, are that fishermen are making more money than they have in years, and that the lumber industry is relatively prosperous in spite of the manpower shortage.

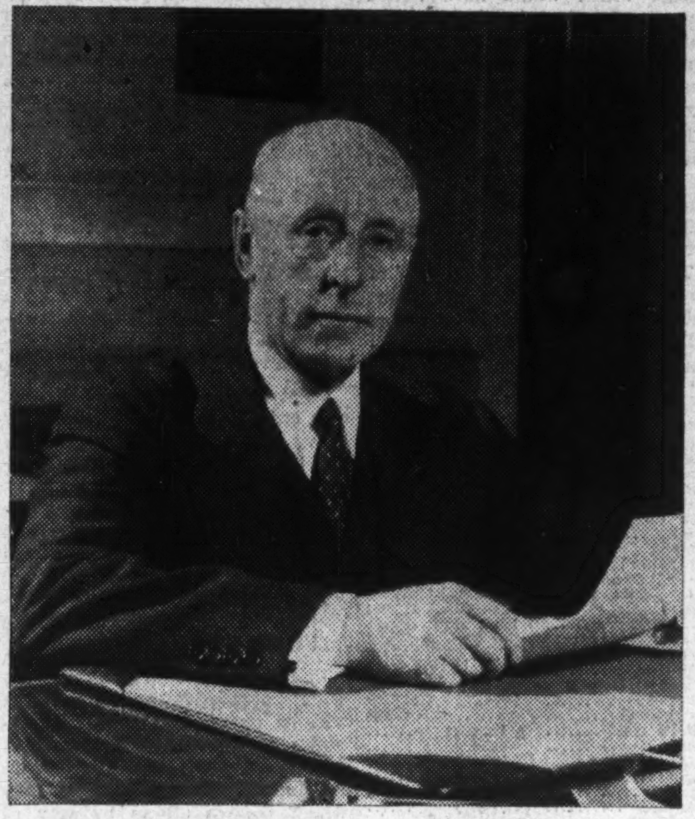
Leader of N. B.'s Progressive Conservative Opposition is Hugh MacKay, head of Hugh MacKay Co., and a relative newcomer in politics.

The rank and file of Mr. MacKay's party would like to see him have another session of the legislature before an election, and believe this would help cement their gains.

Preparations Made

Meanwhile, whether or not a 1943 election is called, there seems no doubt the Liberals are getting ready. Within the last few weeks Premier McNair has announced that the Widows' Allowance Act, long on the statute books but unproclaimed, will be put into effect before the end of the year; that free school books will be given to children in grades seven and eight, whereas formerly they were only given children up to grade six; and that amendments to the Factories Act are to be proclaimed and put into operation.

He has also announced the establishment of a civil service commission, which is designed to take N. B.'s civil service out of politics.



—Associated Screen News photo.

CAMPAIGN CO-ORDINATOR

Irving Putnam Rexford, chairman Community Chests Division of the Canadian Welfare Council, is top man in unified efforts of scores of communities across Canada in their $5 millions fall campaign to support over 400 individual and national home welfare agencies. Vice-president and general manager of the Crown Trust Co., which he helped organize in 1909, Lt.-Col. Rexford was O.C. of the 87th Battalion in 1916. He has been chairman finance committee of Westmount City Council and headed the 1941 Montreal Federated Charities Drive. He was a member of the original survey committee of Federated Charities out of whose work comes merged charitable appeals.

Elson from Washington

Canada's Moves Felt in U.S.

- **Uproar in U. S. Over "Disbanding" Part of Canadian Army Dies Down**
- **Possibility of Marshall as Allied Generalissimo Squelches Critics**
- **U. S. Congress Underwrites "International Machinery" to Maintain Peace**

Just before he left for Britain this week War Production Board Chairman Donald Nelson neatly handed the "ball" back to Canada on the newsprint situation. In a letter to Representative Lyle Boren, whose committee has been investigating newsprint shortages in Canada, Mr. Nelson said:

"Only 23% of the newsprint consumed in the United States comes from American mills. Over 72% is manufactured in Canada from Canadian wood and a little less than 5% is imported from Newfoundland. It is apparent, therefore, that a solution of the production problem rests largely in Canadian hands."

Mr. Nelson also made it clear that maintenance of newsprint consumption at present levels will create shortages in the coming year. He cited three relief measures under consideration:

1. Canadian Selective Service is being consulted with a view toward placing a higher essentiality rating on wood cutting;
2. Use of war prisoners is being studied;
3. "Inasmuch as Canadian troops may not be sent abroad unless they volunteer for overseas duties it has been suggested by some individuals that soldiers might be assigned or furloughed for service in the woods."

Mr. Nelson did point out that other Canadian industries face manpower shortages and it must be remembered there are other demands on wood supply for other pulp and paper products.

No exception can be taken by Canada to the WPB chairman's statement for the record. But it does serve to illustrate the delicacy of the present situation which calls for the earliest possible statement of a manpower policy in respect to newsprint. The fact that consumption is being continued in the fourth quarter at a higher rate than is justified by reserves will increase pressure for measures to maintain output. The long-range effect on the whole publishing industry in the U. S. must be balanced against other manpower needs in Canada. If the Cabinet is really concerned with Canada's position in the U. S. it will give very serious consideration to a full statement of the manpower situation in the Dominion.

• Meanwhile, reverberations of the explosion created by Ottawa's ill-timed announcement that the seventh and eighth Canadian Divisions are being "disbanded" have died away. But the incident has had the good effect of demonstrating the real value of the Wartime Information Board of Canada offices in Washington and New York, but particularly Washington. President Roosevelt's recommendation that newspapermen look up Canada's war record resulted in the offices here being flooded with enquiries. These produced a number of very useful reaction stories. If the explanations didn't altogether catch up with the original comment provoked by the poorly worded original announcement, it indicates that statements of policy must be scrutinized for their effect upon the American public. So close are our relations today that Canadian manpower, rationing and anti-inflation measures have a vast influence on

(Continued on page 2, col. 3)

Farm Bonus Cost Reaches $100 Million

Partial Recovery Through Export Sales Will Reduce Net Cost to the Government

By STAFF WRITER

OTTAWA.—Federal farm subsidies or bonus payments payable in the calendar year 1943, will net Canadian farmers an extra $100 millions, according to a special compilation prepared by The Financial Post.

This compares with approximately $84 millions paid in the calendar year 1942.

The extra cost to the government of the 1943 subsidy bill, will not reach as high as $100 millions, since some of this money will be recovered subsequently through sales in export markets. So far as the farmers are concerned, the addition to farm income this year by reason of subsidies announced so far, should reach about the $100 millions mark.

Important bonus payments have been announced recently on coarse grains, flaxseed and dairy products. The payments on coarse grains and flaxseed will extend over the crop year ending July 31, 1944. For this period they are expected to net the farmer about $25 millions. A little better than half this amount is ex-

(Continued on page 2, col. 3)

Expect Postwar Plans To Be Unveiled Soon

King May Give Preview of Government Policies at Coming Party Meeting Although Election Not Expected in Near Future

By KENNETH R. WILSON

OTTAWA.—When Liberal party stalwarts meet here this week end, it is taken for granted that Prime Minister King will take the opportunity of letting them have a first "look-see' at the sort of postwar world he believes they will inherit if they can win the next election.

Till now, it has been government policy to concentrate primarily on winning the war and give only passing or general attention to specific postwar programs. True, there are parliamentary and advisory committees at work on new-world blueprints, but the government has hesitated to pull actual rabbits out of the bag for fear of distracting too much attention from the No. 1 job of winning the war.

The election results in recent weeks, plus also the McTague report, have apparently changed all that.

Must Start Now

For example, in the specific instances of family allowances, the government has now realized that if it does not start at once with specific concrete plans it may lose public confidence, simply on the theory that people will conclude they must put another government into power to get anything done.

There is no thought or suggestion here of an imminent election. The government has nearly two years to go before it must finally close out its books of account and the consensus is that party fortunes, now at a very low ebb, are unlikely to get any worse and may (perhaps with family allowances or other exciting new programs) get considerably better.

What is more, a number of party stalwarts feel sincerely that the government was given a mandate to win the war, at least so far as beating Germany is concerned, and that to attempt to fly in the face of that mandate under present conditions would be nothing short of suicidal.

Actually, many of the Liberal members who are gathering here this week are glad enough not to have to do any more visiting around their political highways and byways than they have to at the present time. They know that if they do, they will get a lot of abuse and criticism which they hope may have worn off if they can postpone their visit for a period.

Timing Announcement

One of the most hotly argued matters this week has been whether or not the government would announce its new wage-price-allowance policy before the convention, or leave it till the grand flourish on Monday night when at a public banquet, Mr. King will speak to party followers throughout the length and breadth of the Dominion.

There are obvious arguments for leaving the matter till Monday and gathering much kudos out of the formal announcement. On the other hand, it is argued that wage and price policy and the McTague report, are matters not merely of party interest but of the widest national concern.

Ottawa also hears that the program may not be ready for official announcement even by Monday due to Mr. King's indisposition with a cold and to the possibility of an even larger social security blueprint being drawn than mere family allowances.

Next Year's Newsprint Supply Outlook Dark

From Our Own Correspondent

MONTREAL. — Canadian mills will continue to provide the American market with 210,000 tons of newsprint paper a month during the last quarter of 1943, despite a still unsatisfactory pulpwood inventory position.

This is the indicated program; at the moment there is no official pronouncement as to what tonnage will be made available to the U. S. market.

It has been stated officially shipments could be maintained at the rate determined at the beginning of the year, namely, 210,000 tons monthly, but only at the expense of next year's paper supply.

Present pulpwood stocks are sufficient to permit production unchanged until about next July; after that the rate would be determined by the amount of pulpwood brought out this winter.

Irrespective of the prospective cut, it is understood by The Financial Post that there will be no change in shipments to the U. S., at least for the time being.

A new factor entering into the newsprint picture, in fact into all branches of the pulp and paper industry, is the new joint committee of the Combined Production and Resources Board and the Combined Raw Materials Board.

Charles E. Adams, chairman of the board of directors of the Air Reduction Co., and U. S. Industrial Alcohol, is acting as chairman of the committee.

Canada is represented by Morris W. Wilson, president of the Royal Bank of Canada.

Sir Clive Baillieu, British member of the CRMB and a member of the British Supply Council in North America, represents the United Kingdom.

The uncertainty in the outlook is that war exigencies may cause the joint committee to divert a larger proportion of available pulpwood or pulp to products other than those rated as regular, such as newsprint, fine papers, kraft, etc.

Demands for nitrating pulps for use in manufacture of explosives, or pulps for shipping containers, parachutes, etc., may leave the industry with a smaller proportion of pulpwood or pulp for ordinary products.

WPB Cuts Consumption

Meanwhile War Production Board in the U. S. has ordered a 5% cut in newspapers' consumption of newsprint on Oct. 1 and has told publishers that "a further, perhaps far deeper" curtailment is inevitable next year.

Steel Wares Co. May Call Stock

Plan to Replace 7% Preferred. President Refers to Possible Sale of Firm

From Our Own Correspondent

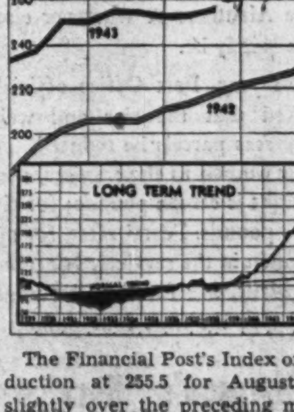
MONTREAL.—Persistent rumors of possible changes in connection with General Steel Wares were confirmed this week by John C. Newman, president, who stated that directors were studying a plan of replacing the 7% participating preferred, with a new issue of preferred minus the participating feature. Further, he said that should an offer be received for the company's assets, it would be submitted to the shareholders.

Unofficial reports are that an American firm is interested in acquiring control of the company. It is said that an offer of between $12 and $14 a share was advanced for the common stock. There is no confirmation of this, nor of the report that controlling interests are holding out for $16 a share.

Replacement of the 7% preferred stock has been under study for some time past. Under the present setup the company has issued $4.5 millions of preferred. It is callable at 110.

Allowing for the premium of 10%, considerable savings could be effected if the company is able to refinance the issue on, say a 5½% basis. On that basis, the saving would be equivalent to 20c. a share on the common.

Pace of Business



The Financial Post's Index of Production at 255.5 for August rose slightly over the preceding month; was less than two points below the record high of 257.3 of last April. Following the remarkable advance from war's outbreak to the second quarter of 1943, a tendency toward tapering off has been observed, a reflection of the stage of approximately full employment now reached in this country. Any further advances are likely to be more moderate.

For complete business figures see page 13.

More Wage Increases Expected

Cabinet Struggles to Fit Trend Into Price Policy

By KENNETH R. WILSON

OTTAWA.—Even if the government decides in favor of family allowances it is considered here as inevitable that the protracted and portentous wage-price deliberations of the past week will result in further and continued upward wage adjustments over the coming months.

How these adjustments are to be reconciled with maintenance of the present price ceiling policy is not yet clear. At mid-week the Cabinet was still deep in argument with little possibility of an official announcement for some days.

In some quarters there is hope that the new proposals under discussion for many days by the Cabinet, and by the Advisory Committee on Economic Policy, will serve to stabilize and check the presently rising trend of wages sufficiently to permit holding of the price ceiling at or about its present level.

Wage Trend Upward

The prevailing view is, however, that not even the payment of a family bonus will stem what are thought now to be inevitable upward wage adjustments in a number of industries, areas and occupations, and that unless the Government is prepared to face an enormous subsidy bill some further yielding of the price ceiling, to accommodate these increases, must be looked for.

For example, one of the basic recommendations of the forthcoming McTague report, is that the present formula under which War Labor Boards may increase wages (Section 25 of the Wage Stabilization Order-in-Council) be removed, and that in its place discretionary power be granted the newly-constituted Labor Court, to increase wages where "gross inequalities" are found to exist. This recommendation alone, if approved by the government as it is almost certain to be, is thought to ensure a wage flexibility in the future which is incompatible with a rigid price ceiling policy—unless of course resort is to be had in wholesale subsidization.

Till now, the WPTB has strenuously resisted any pressure for increased prices based on higher wage costs. From now on it is considered almost inevitable that such a policy will no longer be tenable.

In short, the realities of the situation as disclosed by the McTague report, are now interpreted as pointing inevitably to the time when industry can no longer be expected to absorb rising wage costs without recourse to relief under the price ceiling. A test case may shortly arise in the case of Quebec textile workers who were scheduled to appear before NWLB on Thursday of this week, with an application seeking an over-all 10-cent per hour wage increase; a basic floor of 35 cents an hour and extension of the cost-of-living bonus.

Steel Wage Decisions

One of the most revealing and far-reaching decisions of the National War Labor Board bearing on this matter of higher wage rates, and one which has been almost overlooked in the public controversy over the Cohen resignation and the McTague report, has been the decision to grant all workers in the steel plants at Dosco and at Algoma the same increase in basic wage rates as was given originally on compassionate grounds to those earning less than 50 cents an hour.

Figures given The Post this week reveal that the new NWLB decision will cost in basic wage rate increases about three times the amount of the original wage order.

The new figures indicate that at Algoma, about 4,900 men will be affected by the Sept. 9 decision with an increase in payroll of about $40,000 a month. At Dosco, about 4,700 workers are affected, with an increase in payroll of $57,000 a month. On an annual basis, this would indicate an addition to payroll of about $1.2 millions annually. The increases allowed in basic rates for all workers in the plant above the "floor" established last March, are 4½ cents an hour at Algoma and 6½ cents at Dosco. These increases are to be retroactive to March 23, 1943.

The original steel order probably increased the payroll of the two plants by only about $500,000. It gave all workers in the two companies new basic rates or wage "floors" of 50 cents at each plant. The cost of this original increase in rates, for workers previously getting less than the 50 cent "floor," is estimated to have added about $34,600 a month to the combined wage bill of both companies.

What is tremendously important about this decision is that it shows clearly the fallacy of the labor argument that increases in basic or "floor" rates to aid low-paid workers can be kept from spreading to workers in higher paid categories. Traditionally, labor's argument is that wages of low-paid workers must be increased. In terms of practical employment and wage conditions the recent steel decision shows that this is not possible without also increasing the wages of men above the "floor."

The cost of paying the differential in this instance is seen to have been about $97,000 a month in these two plants as compared with $35,000 which was the cost of the original change in base rates.

It is argued of course that the steel situation was a special one in that a vital emergency item of war production was involved. The case for paying an ungraded differential to all workers above a new wage "floor" may not be so clear in other industries, it is suggested. On the other hand it is admitted that just as steel production started very soon to decline when the original wage schedule was upset, similar conditions are likely to prevail in other industries and occupations.

Tying in this decision with the McTague recommendation for lifting all heads of families now receiving less than 50 cents an hour from under the wage ceiling, it is argued in many quarters that were this to happen, any adjustment of wages below this floor would very shortly spread to higher paid workers and that under such circumstances it would be impossible to operate the price ceiling without considerable subsidies.

It was largely on these grounds that the Advisory Committee on Economic Policy is understood to have reported to the Government strongly against feasibility of raising the wage "floor" generally, at this time.

A GOOD HEAD!

THE *Eatonia* HAT

You'll be a good head in more ways than one when you buy an "EATONIA" hat — one of our own well-known Branded Lines. Your choice of this fine hat will show you know quality when you see it. And then, when you wear it, well, you'll vote it just about the smartest piece of head-gear you've ever worn. The EATONIA comes in fine fur-felt in both homburg and snap-brim styles — raw or bound edges. Shades of grey, brown, green and blue-grey, and sizes 6⅝ to 7½. "EATONIA" Value, each

5.00

Main Store — Main Floor

T. EATON Co LIMITED
TORONTO CANADA

DIVIDEND NOTICES

The Toronto Mortgage Company

Quarterly Dividend

Notice is hereby given that a dividend of $1.25 per share, upon the paid-up Capital Stock of this Company, has been declared for the Current Quarter, and that the same will be payable on and after

1st October, 1943,

to Shareholders of record on the books of the Company at the close of business on 15th instant.

By order of the Board,
WALTER GILLESPIE,
Manager.

2nd September, 1943.

AGENCY WANTED

Establishing manufacturer's agency. Would like to contact manufacturers seeking markets in southwestern Ontario. Inquiries invited.

LORNE M. BEST,
2437 Howard Ave.,
Windsor, Ont.

AVAILABLE

Association Secretary

Executive of Trade Association will act as part-time Secretary to another group and provide office, board-room, switchboard service and clerical staff at reduced cost. Highest references available. All inquiries confidential. Box No. 52, The Financial Post, Toronto.

Don't miss the Boat

MAIL YOUR OVERSEAS PARCELS
ON OR BEFORE NOVEMBER 1ST

Don't let your boy go empty-handed this Christmas. Send his parcel within the next few weeks—by November 1st at the latest—to ensure its arrival in Sicily, Italy, Ceylon, North Africa, the Aleutians or wherever else Canadians may be.

This year, Post Office officials have asked that the size and weight of overseas parcels be reduced. For men and women in the services, maximum weight is eleven pounds; for civilians, five pounds. Postal rates, for men and women in the services, 12c pound; for civilians, 24c for the first pound and 18c. for the next four pounds.

Simpson's "Service Package Canteen"

Here you'll find many popular gift suggestions and the staff is familiar with all the regulations. You may order parcels of food here—they'll be expertly wrapped to stand the trip and salespeople will gladly advise you regarding postal rates, customs declaration and similar information.

Simpson's

Investor's Index

Sept. 25, 1943

Abitibi	8	Mar. Tel. & Tel.	11
Blue Ribbon	5	Robt. Mitchell	9
Brompton P.	5	Mtl. L., H., Pr.	c-11
de Havilland	c-9	Mtge. Fin. Co.	c-10
Distill.-Seagram	7	Ont. Pet. & A.	14
Dom. Foundries	c-9	Price Bros.	7
Duplate Canada	c-9	Silverwood D.	c-9
Imperial Oil	4	TCA	9
Inter. Tungsten	c-9		

MINES AND OILS

Aljo Mines	11	Magnet Cons.	11
Alpha-Larder	11	Mascot Malartic	11
Amic Mica	7	Mid-Cont.	10, c-14
Anglo-Huronian	10	Mining Corp.	10
Bidgood Kirk.	7	Nipissing Mines.	10
Calgary & Edm.	5	Northend Petrol.	10
Castle-Treth.	10	Pacific Oil	11
Coniagas Mines	10	Pioneer Gold	11
Da-Kerr-Ad M.	10	Premier	10
Dom. Oil	10	Proprietary M.	10
East Malartic.	11	Sheep Creek	c-9
Gunflint Iron	c-11	Shell-Norman	10
Home Oil	10	Steep Rock	11
Kayrand	11	Transcont. Res.	10
Labrador	11	Ventures Ltd.	10
Lake Ridge	11		

REGULAR FEATURES

Bond Quotations	12
Business, Week in	13
Editorial	6
Farming, Business of	13
Income Tax Queries	c-9
Insurance	c-12
Investment Pages	4 & 5
Enquiry Letters	c-9
Market Opinions	4
Stock Quotations	12
Mining Pages	10 & 11
Oil Quotations	12
Royalty Offerings	12
In Your Opinion	3
New Wartime Regulations	c-9
Wheat Page	13

International Utilities' plan for merger with Dominion Gas & Electric is now awaiting a statement to be prepared by the Securities & Exchange Commission, the company having announced that it considers all arguments and briefs in connection with the amended plan have now been completed. Upon such statement being presented, arrangements will be made for a court hearing, prior to the plan's adoption, or, in the event of an unfavorable decision by the SEC, a further amended plan will be drawn up.

Expect Wage Increases Going to Continue

(Continued from page 1)

pected to become payable this year as farmers market their grain and become eligible for the advance payments out of export equalization funds which are now to be paid on oats and barley.

Higher Butter Subsidy?

The bonus payments recently announced on fluid milk, cheese and concentrated milk products, when combined with those already payable, are expected to add an additional $20 millions to farm income in the seven months Oct., 1943 to April, 1944, inclusive. The additional amount that has been added by new bonus rates announced within the past two weeks is about $12 millions. Of the total distribution on fluid milk and cheese, about $11.8 millions is expected to become payable in the present calendar year.

The new rates raise the bonus on fluid milk from 25 to 55 cents per 100 lb., in areas where such subsidy is considered necessary to maintain production. They also put for the first time a federal subsidy of 30 cents on each 100 lb. of milk used in the manufacture of cheddar cheese. This cheese subsidy is intended to divert more milk from butter into cheese manufacture, but the view generally held here is that it will cause such a considerable switch-over that a larger subsidy will be necessary on butter before long to prevent a real shortage developing.

In respect of coarse grains, the plan originally in effect was to set up export equalization funds for both barley and oats which would operate for an entire crop year. At the end of the crop year these funds would then be distributed to farmers who had delivered oats during the year, and would give them a bonus to the extent to which the government had made money on export sales. Purpose of the fund was to "equalize" the return on oats and barley, and prevent farmers fortunate enough to export to the U. S. at higher-than-domestic-prices from gaining an unfair advantage over other growers.

The new plan authorizes an "advance" to farmers out of these funds of 10 cents on oats and 15 cents on barley instead of having growers wait until the end of the crop year. In respect of barley, the present "spread" between U. S. and Canadian prices is in the order of 40 cents a bushel which would have netted Canadian farmers a handsome rebate bonus had it not been for the fact that a short crop in eastern Canada has made the prospect of future barley exports very slim.

It is therefore expected that the government will have to put up out of general funds probably three quarters of the 15 cents a bushel which is now being advanced to growers.

The detailed compilation of just how Canadian farmers are being subsidized at the present time is as follows:

Subsidies Paid by Dominion Government on Agricultural Products in 1942 with Estimates for 1943
(Calendar Years)

	1943	1942
Wheat acre. reduct.	$25,000,000	$22,297,670
Prairie farm assist.	3,000,000	14,471,060
Prairie farm income	......	18,175,114
Feed freight assist.	12,000,000	9,832,004
Butterfat	25,000,000	7,000,933
Milk (to producers)	10,400,000	3,846,036
Apples	2,300,000	2,257,620
Cheese:		
(a) Quality prem.	1,400,000	1,730,919
(b) Bonus to prod.	1,000,000	......
(c) Factory improve.	200,000	203,732
Eggs (export subsidy)	40,000	918,224
Canned goods	1,500,000	808,335
Beef cattle (purchased by WPTB)	......	800,000
Fertilizer	750,000	975,275
Wheat (drawback 1942-43)	2,500,000	333,720
Strawberries	......	42,233
Alfalfa meal	100,000	......
Fruits (jams)	450,000	......
Wool (quality prem.)	125,000	......
Oats*	6,000,000	......
Barley*	7,000,000	......
Flaxseed*	1,600,000	......
	$100,365,000	$83,692,875

*Estimated payments to farmers in the crop year 1943-44 on these three grains is: oats, $10 millions; barley, $12 millions; flaxseed, $3 millions. It is calculated that a little more than half of these advance or bonus payments will actually be made during the present calendar year.

Elson from Washington

(Continued from page 1)

U. S. public opinion out of all ratio to their practical effect on this side of the border.

- It was not manpower but future status of General Marshall that had this capital seething this week. Just when those people who like to call themselves "more American than Anglo-American" were about to stir up a major controversy over the reported shift of General George C. Marshall from Chief of Staff, it was intimated that the American soldier is tentatively slated for the same post that Marshal Foch had in the last war—Generalissimo of the Anglo-American Forces.

This comes from a copyright story by Kirke D. Simpson, an Associated Press Washington correspondent, who has covered the Army and Navy Departments here since the days when President Roosevelt was Undersecretary of the Navy. His sources are unquestioned and he doesn't go as they say here "out on a limb" unless he is sure of his facts. The move is of first importance not only from the American and British standpoint, but because it heralds the fact that the offensive is going to be pressed with the utmost vigor.

Marshall, a sound and conservative soldier, believes that it is dangerous, from the standpoint of casualties to prolong the struggle. He emphasized this again and again in testimony against a bill which would have deferred American fathers from the draft. If he is named over-all commander it will be a signal that at Quebec both Churchill and Roosevelt have decided the final chapter of the European war is at hand. Marshall's own record in expanding the American Army is evidence that he doesn't waste time once he is given an assignment.

Churchill's promise of a mass invasion from Britain and the forthcoming meeting of the British, American and Soviet Foreign Ministers, now believed likely to be held in October in Moscow, all point to the same thing—that the most decisive chapter has opened.

- Meanwhile in Congress one constructive step has been taken to commit the U. S. on postwar foreign policy. The Fulbright Resolution which puts the House on record as favoring "international machinery" for a just peace, passed with a vote of 360 to 29 against, with the diehards mainly a handful from the isolationist belt.

The last word was said by Representative Charles Eaton, ranking Republican member from New Jersey who once worked for Sir John Willison on the old Toronto Globe. A brother of Cyrus Eaton, the Cleveland Steel King, Eaton in one magnificent outburst silenced those who objected that the United States might lose its sovereignty.

"There are 48 states in the United States and their sovereignty is emphasized by their relegation of part of their power to the Government of the United States. This resolution is a challenge to the world family of nations to do what the 48 states have done and what the British Commonwealth has done—to establish a rule of law. It may take 100 years to do this, but we're headed that way."

Will it take 100 years? The question may be answered within the next two years.

Efficacy Labor Move Queried

Manpower Freeze Allows Local NSS Officials Wide "Permissive" Powers

By STAFF WRITER

OTTAWA.—Employers of 1,500,000 "A" and "B" priority workers who this week received notification that their staffs had been "frozen" will have to depend partly on Ottawa's intestinal fortitude and largely on the administrative competence of their local NSS officer before they know how effective or meaningful the order really is.

A similar order was issued a long time ago covering the base metal mines. But there is no denying the fact that up till now it has been winked at by local NSS administrators and even by the central authorities here at Ottawa.

What is clearly intended by the new order is to cut down the very heavy turnover of labor from essential industry which has been running between 5% and 10% a month. In mining and manufacturing industry this turnover for the last month for which a check has been made, is said to be between 5% and 7% a month. In trade and mercantile and financial groups the rate is said to have been nearer 10%.

Under the new order there are wide "permissive" powers which will be exercised in the first instance by local administrative officers and, in the last analysis, in the amount of support or leniency which Ottawa allows by way of special "directives" and other indications of the official atitude.

In the case of compulsory transfer orders, it will be remembered, Ottawa has issued a score or more of directives which have diluted the strength and potency of the original regulations.

There is considerable criticism here that Ottawa has not seen fit to publish the complete list of specified industries or firms which are included in the various categories.

Close Emerald Tungsten Mine

B. C. Operations Halted As Supplies Strategic Metal Improve

From Our Own Correspondent

VANCOUVER. — No sooner did British Columbia reach the point where it could produce tungsten on a fairly large scale than the government issued word that supplies of this strategic metal were sufficient to meet requirements and that no additional output was needed at this time.

Operations at the Emerald mine near Salmo, project of the War Metals Corp., were immediately halted. This was rated the largest scheelite-tungsten mine on the continent.

It is understood that the Red Rose mine of Consolidated Mining & Smelting Co. which went into production prior to Emerald will continue to run, but the future for both properties is clouded as a result of the sudden shift in the market situation.

Presumably other strategic metal mines in British Columbia, notably the Pinchi Lake mercury operation, will not be affected.

Shutdown of the Emerald mine will release some men for the production of other critical metals in British Columbia. The shortage of labor is still serious in the mining industry and the release of some 160 men from the tungsten camp will possibly help such operations as Britannia Mining & Smelting Co., currently operating at little more than 50% of capacity; Consolidated's Sullivan mine, which is losing 15% of production because of labor deficiency; Zincton Mines, down 50% for the same reason, and Granby Consolidated, affected only slightly less severely than Britannia, the other big copper producer.

The gold mines, of course, are in even greater jeopardy than the base metal operations, and more than two thirds of the mines that operated a couple of years ago in British Columbia are down today. In many instances it will be difficult if not impossible to reopen them when conditions improve after the war, and for that reason mining men here are urging the government to pursue a policy that will make it possible for the mines still operating to stay in business.

OUR *Fighting* WORKERS
Give Wings To Victory

Workers and management, heroically speeding up the number of bombers, fighters and pursuit planes, are playing their part in the battle of production to bring victory. May the flow of war machines keep ever mounting until the United Nations have achieved victory. Through hundreds of branches across Canada the Bank of Montreal is co-operating with war-time workers and industries.

BANK OF MONTREAL
"A Bank Where Small Accounts Are Welcome"
Modern, Experienced Banking Service . . . *the Outcome of 125 Years' Successful Operation*
A 175

Classified Advertisements

Classified ads. cost 4c. per word and figure for each insertion. Minimum ad. 12 words. Add six words when box number is required. When replies are to be mailed to advertiser, add 10c. Classified ads. payable in advance. Contract rates on application.

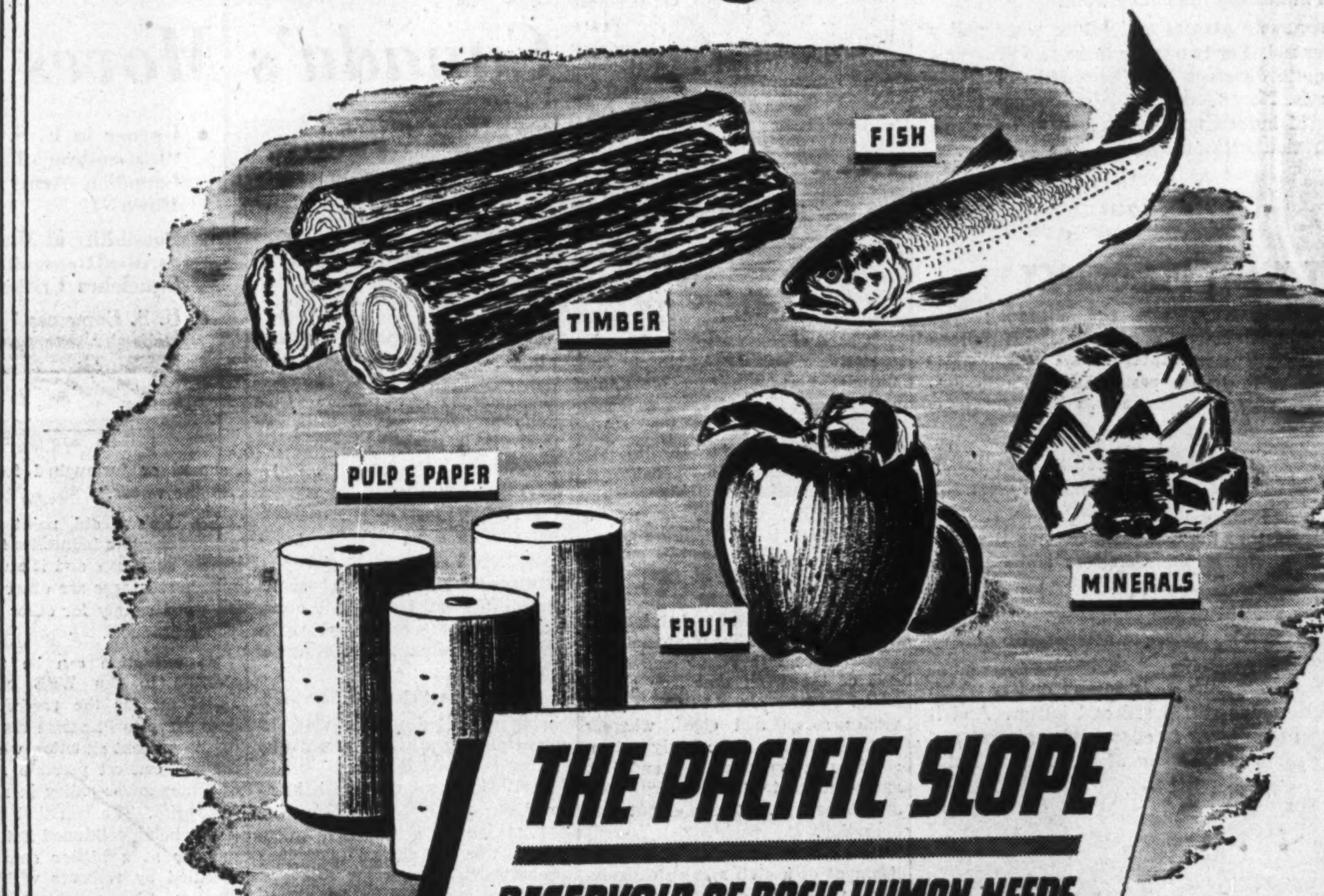
For Top Flight Newspapermen

OUTSTANDING opportunity for right man exists with leading national publication. He will write and edit well, have intelligent interest in and understanding of national affairs and will be paid a salary commensurate with the high abilities expected.

Applicant's letter should tell all about himself, his experience. References. Snapshot if possible.

Apply nearest Employment and Selective Service Office. Refer to HO. 549.

KEEP YOUR BUSINESS ON BRITISH COLUMBIA



Not only will the world's bread basket need refilling, the world's roof will need patching and its clothes mending in the post-war period. Meeting such basic human needs will require the full energies of industry for many a year to come.

Keep your business eye on British Columbia!

FOREST PRODUCTS

British Columbia is the softwood storehouse of the Empire. Before the war this industry employed 30,000 men and produced 40% of the wealth of the province. Physical destruction of buildings in the war zones and world-wide obsolescence elsewhere will make B.C. lumber one of the most sought-after materials in the after-war.

FISH

The B.C. fish packing industry had a normal pre-war employment role of 15,000 men and women. This highly nourishing, non-perishable food will be in overwhelming demand, especially in areas now subject to blockade.

MINERALS

Employing 17,000 men and with an annual output valued at $70,000,000, British Columbia is easily the third mining province in Canada. In a world that has ransacked its scrap-piles for metal, the products of British Columbia mining industry will be at peak demand.

British Columbia is one of the bright spots in Canada's post-war picture. To pave the way for vigorous consumer demand in this important Canadian market is one of the chief functions of newspaper advertising today.

PLACE YOUR "A" SCHEDULE IN THE VANCOUVER DAILY PROVINCE

The quickest, most direct route to the British Columbia consumer is through his favorite newspaper. With 102,000 circulation, The Vancouver Daily Province offers advertisers 73% coverage of the Greater Vancouver and 47% coverage of the British Columbia markets.

VANCOUVER DAILY PROVINCE

"The Major Medium in a Major Market!"

VP-3

In Your Opinion—

Canada's Postwar Aviation Role

The Question:—

"In view of Canada's dominant role in wartime aviation what should be done now to assure suitable peacetime use of our present aviation and aircraft facilities and postwar employment for our trained airmen?"

Burton Lewis

Editor, Canadian Aviation, Toronto.

Dealing with much the same question as you are considering, here are some points I am putting forward in the forthcoming issue of Canadian Aviation, dealing with the situation of the industry, particularly in the transport end:

1—From now until the end of the war, aviation ranks as the most important activity on earth—as the largest single enterprise under way in several countries.

2—No country or group of countries has yet asserted a positive, clear-cut policy as to the sort of future into which aviation will have to move with the first day of peace.

3—So long as each country waits for some other country to announce a policy before declaring its own, the future of aviation will remain one of the most vital, most discussed, yet most clouded national and international issues in existence.

Beyond these points, I see nothing but speculation. Until definition can be given to conditions under which aviation is to operate (not only in transport but in the production end as well) it seems futile to try and state how it will operate.

In his last statement on the question, Prime Minister King said the government is "leaving issues open so that Canada may be able to support in international negotiations, when they take place, **whatever policy appears best at the time."**

So long as this policy stands, and unless policies can be defined soon, it seems possible that aviation will enter the peace in a situation suggested by an old bit of whimsy:

The centipede was happy, quite,
Until the frog in fun
Asked which leg comes after which?
Which raised his mind to such a pitch
He lay exhausted in the ditch
Considering how to run.

• • •

Captain Roy Brown

Authority on aviation and well-known flying ace of the First Great War.

The answer is, of course, largely government allocation because all aviation activities are directly or indirectly under government control.

Canada is so closely related in many ways, particularly geographically, to the United States, that we must always take their effect into consideration.

In 1942 the aircraft manufacturers of the U. S. earned a net income of over $95 millions after paying taxes of $369 millions and setting up reserve of $34 millions.

In 1938 basic aircraft manufacturers had invested a total capital of $2.3 millions. In 1942 their total capital for the same companies was almost $4 millions.

The comparison needs no explanation.

Unless our Federal Government permits the aircraft manufacturers of Canada to accumulate adequate reserves in their capital structure, they will not be able to compete with U. S. manufacturers.

The alternative might be to let these companies continue if they can and our government manufacture in their own plant at Malton.

The same principle of public or private ownership must be settled as far as TCA and CPA is concerned.

The government should announce its policy now so that private ownership will know what responsibility it will have in the future.

• • •

W. M. Deisher

Vice-president and general manager, Fleet Aircraft Ltd., Fort Erie, Ont.

To assure suitable peacetime use of our facilities and to provide employment for trained personnel we must be in a position to compete in the export market on a comparable price basis. The domestic market will not be large enough to absorb all of our productive ability.

Canadian manufacturers have the "know-how" and the equipment that will enable them to compete in the world markets with certain types of aircraft. Therefore, we should take steps at the earliest possible moment to develop this market. The pre-war experience of this company, extending over a period of 10 years during which time we supplied over 75% of the aircraft produced to 26 foreign countries, illustrates that we can compete, and with the facilities and material now available we are in a more favorable position than ever.

The Dominion Government can be of real assistance to Canadian aircraft manufacturers by providing up-to-the-minute facilities for test and development. We are looking forward with confidence to a bright future for the aircraft industry.

• • •

D. H. Elton, K.C.

Mayor of Lethbridge, Alta.

Five sixths of the world's landmass lies in this northern hemisphere. A mere glance at the polar map shows that Canada must dominate world air routes after the war and must be prepared to play her part and co-operate with other nations in airline developments which are inevitable.

With so many splendidly equipped airfields as a result of Commonwealth Air Training Plan and with thousands of fully trained men, air development must play a big and vital part in Canada's postwar construction program. Peacetime needs and postwar employment can be best accomplished by developing new air fields and continuing training courses.

• • •

K. C. Gray

President, Ontario Mining Federation.

Canada's favorable geographical position is bound to play an important part in postwar international aerial transportation. Canadian aerial rights should be as fully protected as they are on land or water under present international agreements.

The ability of the Canadian as a flier needs no comment. The Canadian bush pilot has an international reputation.

In Canada no industry has or will use aerial transportation, including the use of aerial maps to as great an extent as the mining industry. Postwar expansion of aerial transportation by the mining industry will naturally depend on the expansion of the mining industry itself. Expansion of the mining industry in turn will definitely depend on a reasonable government taxation policy recognizing the risks involved.

• • •

John E. Hammell

Well-known Canadian mining man, president of Pickle Crow Gold Mines, etc.

I feel I am qualified to give my opinion for the reason that I was the first person to use airplanes to deliver men and supplies into any gold mine in the north. That was into Howey in 1925. After that I formed an exploration company, using the airplane as the means of transportation, with 34 bases spread out from Labrador to the Arctic. That work alone brought Canada ahead 100 years before its time by opening up the far north. I was told by the Aeronautical Bureaus in Ottawa and Washington that we could not fly into the north country, but we did and during a period of five years we flew over two million miles without an accident and demonstrated the feasibility of airplane transportation, with the result that now there are commercial air lines throughout most of the north country.

I still think there is an even greater future, not only for the transportation of passengers but for the transportation of equipment and supplies, with these new, large transport planes that they are using and still building for the army. We have two parallel railroads from coast to coast, but no feeders to the north from these railroads. I think the airplane will be the answer—it can serve as feeder, carrrying men, equipment and supplies.

The future of Canada lies in the north country, but it is going to require vision, common horse sense and courage of our leaders to crack it open. But so far, and I am sorry to say it, nobody at Ottawa has demonstrated that he has these requisites. There may be somebody down there with pioneer blood in his veins, but if there is, I have not been able to discover him. England, however, always has found the right man in times of crises and I sincerely hope and pray that Canada will be equally fortunate, because right now, as at no other time, Canada needs a two-fisted he-man with red blood in his veins, a go-getter, a doer, to kick things through.

Waiting until the war is over is the bunk. Planning should be under way now, otherwise it is going to be too late and just too bad for our wonderful country. Canada stands at the threshold with her undeveloped resources and has more opportunities than any other country. Canada should be, within 15 years, the hub of the world if we have men worthy of her.

• • •

George S. Mooney

Executive director, Canadian Federation of Mayors and Municipalities.

I am no expert on this matter and hesitate to express any opinion. It seems to me, however, that the following elementary steps should and could be taken now in anticipation of after-war eventuality.

First, plan to extend nation-wide network of commercial air routes.

Second, plan to extend Canadian airways to Europe and transpacific routes.

Third, plan for postwar Canadian production of commercial and private aircraft.

Fourth, plan development of nation-wide airports and landing strips..

Fifth, demand Canadian representation and participation on any international commission or discussion regarding future international or global airways developments..

Sixth, plan to maintain Royal Canadian Air Force as major permanent defense unit and continue British Commonwealth Air Training in Canada.

• • •

H. M. Pasmore

General manager, Fairchild Aircraft Ltd., Montreal.

If Canada is to make postwar use of any portion of her greatly expanded aircraft manufacturing facities, a practical program for the design and development of aircraft for Canadian civil and military purposes should be put in hand immediately. It is questionable whether more than one or two Canadian aircraft companies possess engineering staff capable of competing with those presently employed by many United States aircraft companies, and no time should be lost in remedying the situation. Under present conditions, any progress of this nature must, of course, originate with and carry government endorsement.

• • •

D. B. Wallace

Assistant to vice-president and general manager, Canadian Pacific Air Lines, Montreal.

Canada is lagging far behind the United States and Great Britain in publicly discussing postwar air plans. It is becoming increasingly obvious that representatives in the Air Force, air line companies, aircraft manufacturers and the government should form a committee at once to study and develop a broad postwar Canadian air plan including all items such as airport construction, aircraft types, new routes and reabsorption of trained personnel.

The present situation needs immediate attention if Canada is to play a dominant role in commercial postwar aviation consistent with the present high ranking war air record and also to provide maximum employment opportunities for returned Air Force personnel.

Labor Transfer Relatively Few

Total of 47,500 Persons Interviewed Under Six Orders Announced

By STAFF WRITER

OTTAWA.—Department of Labor officials contend that 47,500 persons have been interviewed under the six compulsory transfer orders issued since May of this year.

They have no record of the number who are now actually working at higher priority jobs as a result of these interviews, but the latest report shows that 9,275, or 19.5%, have been directed to more essential jobs.

Of the remainder, 7,087 (or 15%) have been given permits to return indefinitely to their old jobs either for reason of health or because of the priority of the job.

Another 7,911 (or 16.5%) are married men, single men with dependents or returned soldiers and who have been given deferment for that reason.

Under the regulations that have been issued, persons in this category cannot be moved out of their present locality nor can they be moved to a job in the same locality if it carries lower pay.

Many Under Consideration

The remainder—23,236 or 49%—are persons who are still under consideration; have been given temporary permits to return to their old jobs or who have been given deferment by reason of the score or more of special directives which have been issued interdepartmentally since the orders were first issued.

Although there has been considerable publicity about the sixth and latest compulsory transfer order as extending the previous orders to all persons between the ages of 16 and 40 who are in specified categories, the fact is that the special regulations and preferments which have been issued outside the orders themselves render the sixth order largely, if not entirely, ineffective. In short, though the sixth order was supposed to extend the earlier orders to all married men between 16 and 20 the exemption already cited whereby married men cannot be moved outside their present locality or given jobs at lower pay within their own locality means in effect that the order will have no great influence on a wide number of persons.

Newsprint Mill Ratios Pick Up

From Our Own Correspondent

MONTREAL. — Canadian newsprint mills operated at 70.1% of capacity in August. This represents the fourth consecutive month when the operating ratio was greater than for the like period a year ago.

Ratio of shipments to capacity last month at 70.4, topped the returns for August last year. This was the third consecutive month in which gains were recorded.

	Operating Ratio		Shipment Ratio	
	1943	1942	1943	1942
Jan.	65.6	84.3	60.4	78.9
Feb.	64.9	81.4	65.1	77.4
Mar.	64.2	79.9	64.6	83.2
Apr.	62.0	75.0	65.9	64.4
May	68.6	68.0	69.6	72.0
June	69.6	65.6	72.7	68.4
July	70.9	65.2	76.8	65.8
Aug.	70.1	68.4	70.4	69.0
Sept.	...	72.4	...	82.1
Oct.	...	70.6	...	76.9
Nov.	...	70.6	...	71.7
Dec.	...	66.0	...	65.8

B. C. A.T.P. Statistics

Air crew sent overseas from B.C.A.T.P. and R.A.F. schools in Canada	More than 50,000
Ground crew trained in B.C.A.T.P. and R.A.F. schools in Canada	" " 75,000
Strength of B.C.A.T.P. (all ranks) at July 1, 1942	" " 109,000
Strength of B.C.A.T.P. (all ranks) at May 1, 1943	" " 150,000
Number of schools originally planned to be operated by B.C.A.T.P.	74
Number of schools operated by B.C.A.T.P. (many with twice the capacity originally planned)	154
Number of training aircraft used by B.C.A.T.P.	More than 10,000
Miles flown in B.C.A.T.P. since its inception	6,588,098,593
Miles flown in B.C.A.T.P. during the first quarter of 1943	162,569,510
Miles flown in B.C.A.T.P. during March, 1943	62,205,415
Average daily mileage flown in B.C.A.T.P.	2,006,626
Probable expenditure by R.C.A.F. for B.C.A.T.P. during the year ended March 31, 1943	$410,825,000
Current monthly expenses of B.C.A.T.P.	approximately $40,000,000
Estimated expenditure by R.C.A.F. for B.C.A.T.P. during the fiscal year ending March 31, 1944	$445,335,845

Fifth Victory Loan

Be Ready to Subscribe
Oct. 18—Nov. 6

Best of everything

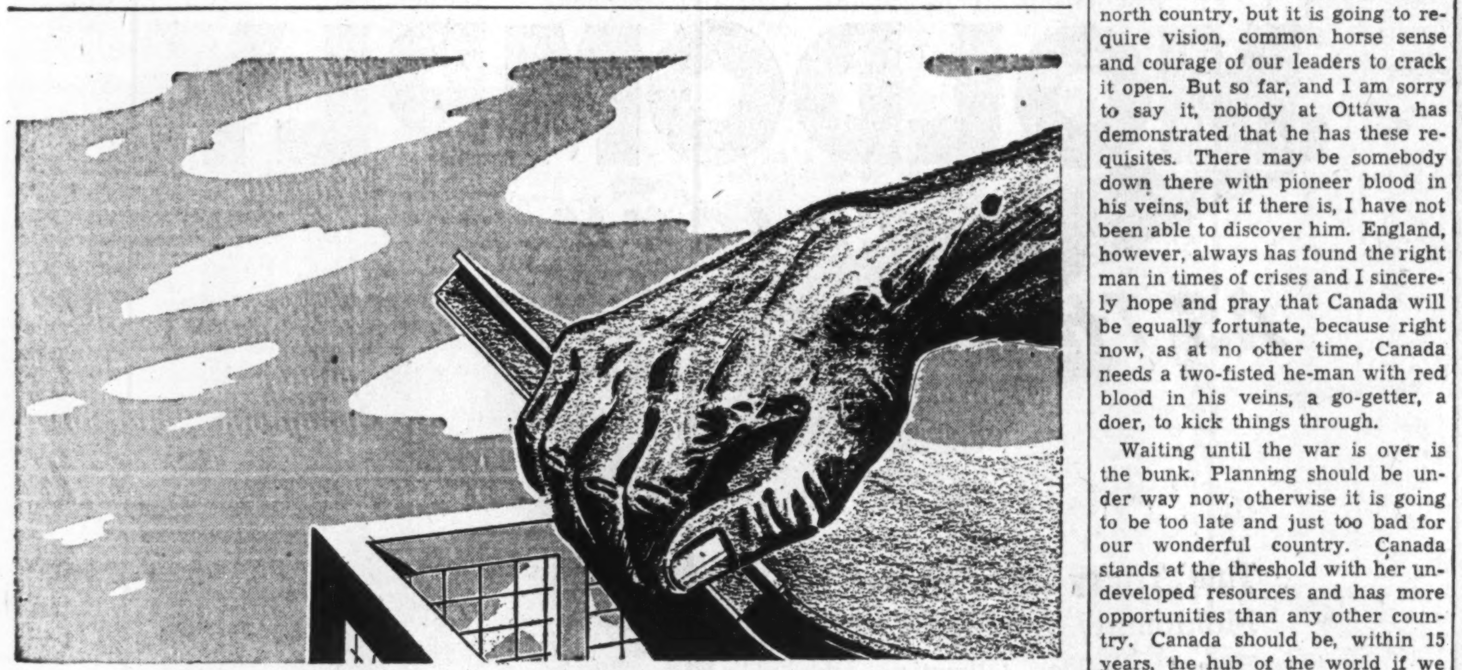
That's what you want for your son. No doubt he will have every opportunity, while you live. But have you planned beyond, into the future, when he might be without your help and guidance? Trust Funds with us as Trustee, offer you a method of continuing your plans for him through school, college and life.

Let us serve you and your family as Executor and Trustee.

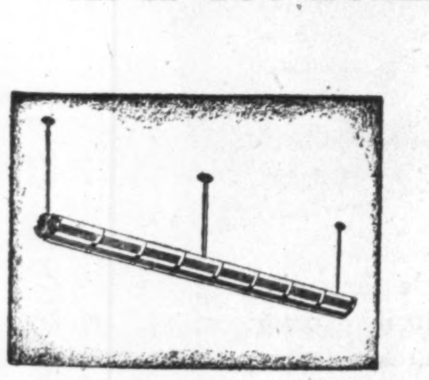
Crown Trust Company

EXECUTORS :: TRUSTEES :: FINANCIAL AGENTS

R. W. STEELE, President.
IRVING P. REXFORD, Vice-Pres. and Man. Dir.
W. RALPH SALTER, K.C., Vice-President.
HOWARD A. EATON, *Manager.*



AS IF YOU ROLLED BACK THE CEILING . . .



An eight-foot section of
THE NEW AINSWORTH SPATIALITE

Like the restful shadowless light of a north sky—no hard contrasts, no glare—the new Ainsworth Spatialite (*fluorescent lighting for offices* and other commercial applications) is *ready now.* With shorter daylight hours, thousands must work under artificial lighting. Proper lighting with Ainsworth Spatialite means better work with less fatigue. Scientifically designed plastic reflector underneath lamps cuts down brightness of bottom of fixture to practically eliminate contrasts between the ceiling and the units. Glare and eye strain are banished. Light at working level has exceptionally even distribution. Assure better and faster work and happier employees by installing Ainsworth Spatialite—MADE IN CANADA by Amalgamated Electric Corporation Ltd.

INSTALL END TO END

The new Spatialite fixture is designed for continuous lines of lighting, as may be required for any given area. Each unit locks firmly to the end of the adjacent unit without screws or bolts. One ceiling outlet can serve a whole line of five 8-foot units, and may be located at any of the hanging rod positions. Four feet of Spatialite, wired complete, weighs 12 pounds. Each 4-foot section has provision for two 40-watt fluorescent lamps. Hangers are available for either concrete or hung ceilings.

At present, Spatialite is supplied for 60-cycle current only.

For complete information, ask: Amalgamated Electric Corporation Limited, Toronto and Montreal. Western Divisions: Langley Electric Manufacturing Co. Ltd., Winnipeg; Langley Electrical Co. Ltd., Calgary; Langley Manufacturing Co. Ltd., Vancouver.

AMALGAMATED
ELECTRIC CORPORATION LIMITED

WINNING THE BATTLE OF PRODUCTION

WRINGING GIANT AIRFIELDS OUT OF VIRGIN WASTES

ONE of the most dramatic accomplishments since the war began stands to the lasting credit of Canada's construction industries . . . the building of 125 airfields having a total area of 115 square miles.

These great airfields, whose paved runways equal a 12-foot paved highway from the Atlantic to the Pacific, with all their gigantic hangars, repair and servicing shops, administration buildings, barracks for personnel, etc., have been carved from virgin forest, field and prairie.

Millions of man-hours of labor . . . millions of tons of cement, steel, rubble . . . amazing powers of management and organization . . . have been co-ordinated in this achievement.

And a great deal of the equipment used in this vast enterprise has come from Canadian Fairbanks-Morse.

For CONTRACTORS' EQUIPMENT Call Fairbanks-Morse

Fairbanks-Morse is playing an important part in winning the battle of production. Listed below are some of the more essential "Tools of Production" that we are supplying to Canada's Wartime Industry.

MACHINE TOOLS
TOOLS (*Pneumatic and Electric*)
SHOP SUPPLIES
R'L'Y & CONTR'S EQUIP'T
SCALES
ENGINES (*Diesel and Gasoline*)
PUMPS
TRANSMISSION EQUIPMENT
COAL STOKERS
TRUCKS (*Hand and Power*)
REFRACTORIES
WOODWORKING MACHINERY
BELTING
WELDING EQUIPMENT
ABRASIVES
VALVES AND STEAM GOODS
CHAIN BLOCKS
AUTOMOTIVE EQUIPMENT
MOTORS AND GENERATORS

305

FAIRBANKS-MORSE HELPS THE WAR WHEELS TURN . . .

The CANADIAN Fairbanks - Morse COMPANY Limited

HALIFAX SAINT JOHN QUEBEC MONTREAL OTTAWA TORONTO WINDSOR FORT WILLIAM WINNIPEG REGINA CALGARY EDMONTON VANCOUVER VICTORIA FACTORY SHERBROOKE QUE

Investing For Tomorrow Article No. 12

Imperial Oil Enters New Fields

From Tropics to Arctic, Adds to Reserves and Products

By **BRUCE MacKINNON**

To most Canadians, the most dramatic job of the Imperial Oil Co. in this war has been to provide oil and gasoline for the wheels that rumble on the road to Tokyo. Next door to the Arctic Circle, the men of Imperial Oil have found their way to a major oil field, overcoming the swamps and muskeg of summer and the ice and snow of winter to put the field in production and arrange for the transport of its products to the airfields and supply depots of the Alaska Highway.

How did Imperial Oil get this tremendous job, and how important is it going to be to Imperial in the years to come?

On that first question, there is a reason why Imperial Oil is the only company handling Canada's biggest wartime development. Early in the 1920's, Imperial sent a party up to Fort Norman to investigate oil possibilities. A few wells were drilled, and in 1933 an 850-barrel-a-day refinery was set up. The area was difficult to reach, difficult to develop, and the market was limited. Before war broke out, Imperial Oil's northern customers consisted of a handful of airplanes serving the mines and trappers of the region, a few customers for fuel oil and gasoline in the mines and along the rivers and that was about all.

Back Alley Becomes Main Street

But when World War II turned the northern territories from a back alley into a main highway, three facts stood out. In the first place, it was clear that the tremendous amount of traffic could be handled much more efficiently if there were a nearby source of fuel supply. In the second place, it was obvious that no other company had the experience in the problems peculiar to the area that had been gained by Imperial Oil during the 20 years in which it had been active in the field. And in the third place, it was obvious that transport costs were so high as to make it necessary to turn the development over to one organization, since the difficulties of setting up separate exploration and geological and drilling divisions for more than one unit would have interfered seriously with the ability of the road to carry its essential burden of war materials to the fighting fronts.

These are the reasons for Imperial Oil getting the major war assignment of developing what may prove to be Canada's largest oil field discovered to date. Very little is yet known about the exact size and productivity of the field, and nothing definite has been released with the exception that production in the first half of 1943 totalled 89,929 barrels, compared with 82,324 barrels for the full year of 1942 and 23,664 barrels for all of 1941. It is also known that drilling has been remarkably successful so far.

But even if Imperial Oil should open up a field in northern Canada that compares with some of the best fields ever found in all the world to date, there is little optimism among informed circles that it will prove an economic proposition for peacetime operation for many years to come. What has made the field worth developing during wartime has been the proximity of a large demand for petroleum products. With the opening of the road and air route to Alaska and Asia, the market for petroleum has moved close to the northern oil field. But after the war, as far as can presently be foreseen, traffic on this route will drop to a very small fraction of what it is today, and if the northern oil field is to find a market, there will have to be a major economic development somewhere nearby to replace the market that is expected to be lost through the decline of traffic on the Alaska road.

Do Long Pipe Lines Pay?

The best informed observers tend to discount the possibility that oil could be piped or carried by rail down to the consuming centres in the western provinces. Such a development would involve construction of a pipe line approximately 1,200 miles long to reach a market which is at present relatively small.

Pipe lines of this length are now in operation, but for the most part they lead to such highly developed markets as those of the northeastern United States or to major shipping terminals. Even in the case of the big pipe lines running to the northeastern states, it is admitted that were shipping plentiful enough, the field could be more economically served by ocean going tankers. In addition, most of the longer pipe lines operate in considerably warmer climate which makes pumping of oil cheaper and easier.

At least for the time being, these problems appear to rule out the possibility of developing a profitable market in the prairies, and engineers familiar with the situation, tend to feel that the most likely market will develop between the oil fields and the coast. In this area there is land suitable for limited agriculture, it has adequate supplies of timber, which are lacking in the immediate oil field area, and there is also the possibility of mineral deposits. This same area lying west of the oil fields, could form a supply base for mineral development of the pre-cambrian shield which lies to the east of the field. But it is emphasized that if mineral development takes place, it will, for some time at least, have to be largely in the precious metals, since transportation costs would be prohibitive for economic production of any base metals.

But while some of those who are best informed on the area are distinctly pessimistic at present, it is agreed that the entire outlook could be radically changed by economic or technical development.

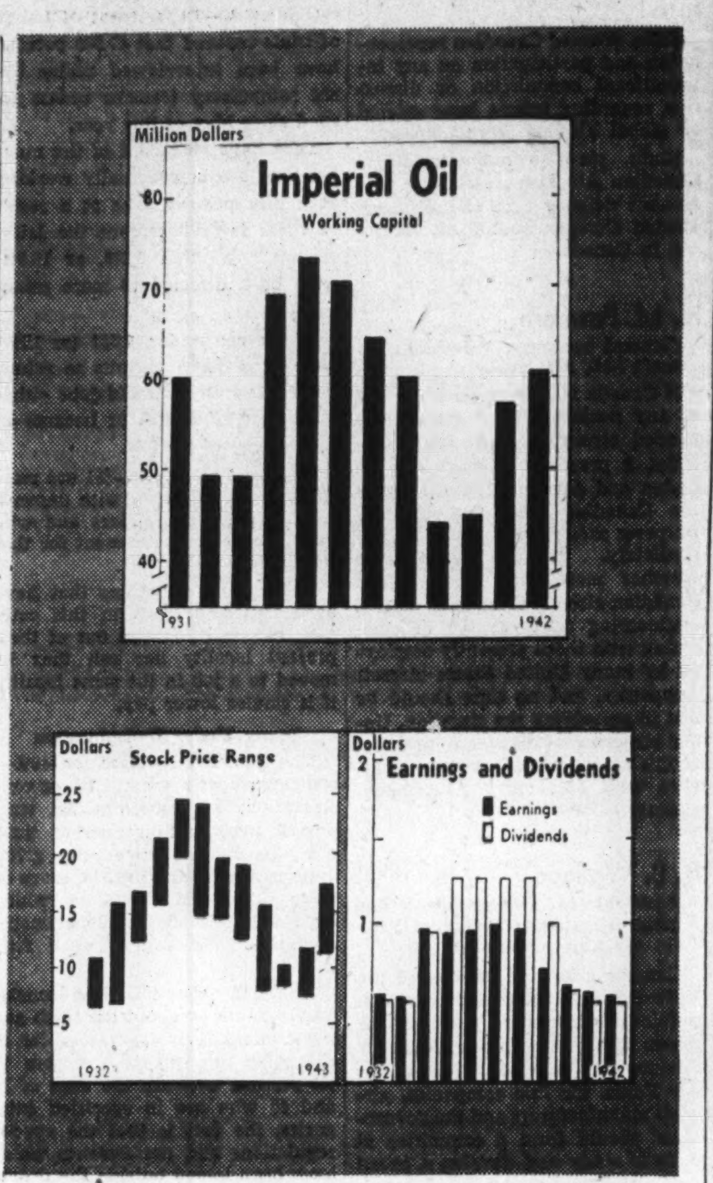
For example, under current conditions petroleum always moves to meet its market. Unlike the coal mining region which tends to attract steel and other industries, it is cheaper to move the oil to where industry is already located. But the rapid strides being made in industrial chemistry are steadily opening new fields and although no such product has yet developed, it is still on the cards that the chemist will find some industry that will find it more economical to move to the oil producing area rather than import the oil to some other manufacturing centre. And although the northern oil fields should probably be regarded conservatively from the point of view of current earnings or earnings in the near future, it must be recognized that the establishment of another important oil field in Canada will be most significant both for Imperial Oil and for the Dominion as a whole in the long run.

Prairie Oil Outlook Better

Meanwhile, Imperial's activities in the oil areas of Alberta and Saskatchewan have been encouraged by new tax legislation, and throughout the area oil prospecting has increased, and is becoming more scientific. Information from every well drilled becomes available to the entire industry and as exploration advances a more and more complete picture of the geology of the area is taking shape. Many geologists still feel that the most important oil pool in the prairie area has yet to be discovered, and although no single field has yet been demonstrated to equal or exceed the Turney Valley field, it is felt that the discovery of oil in so many dispersed sections is an indication that a major deposit lies somewhere in the neighborhood and will eventually be discovered.

For the great bulk of its supplies of crude oil, Imperial Oil will in all probability remain mainly dependent on the operations of its subsidiary International Petroleum in South America. The outlook for International Petroleum has already been analyzed in this series where it was pointed out that the increasing scarcity of crude oil supplies elsewhere in the world and particularly in the United States is steadily bringing the South American field into greater prominence. As a result, earnings of International Petroleum are expected to mount steadily in the postwar period.

Since there is approximately one third of a share of International Petroleum behind each share of Imperial Oil, investors in the latter company can regard International Petroleum as both an assured source of crude oil for the parent company and as an important source of revenues. If, as seems reasonably probable, International Petroleum's earnings rise to twice the current level, this source alone could produce earnings of roughly 66 cents a share for Imperial Oil, which is more than the entire current earnings of the company. It should be emphasized that this is a long range possibility, but it is one which is well within the bounds of possibilty.



Between 1934 and 1939, Imperial Oil was paying more in dividends than was currently being earned — in effect making a distribution of capital. As reflected in the chart at lower right, this policy has now been abandoned, and it is not believed that it will be resumed. Working capital has been built up from the immediate pre-war level, but dividends have been kept in line with earnings, a condition which will likely prevail in view of the probable needs for larger post-war investment in plant expansion. Anticipation that considerably more profitable operations lie ahead has pushed the price of Imperial Oil to the highest level since 1939.

The satisfactory development of new oil sources in South America, and the favorable trend in the prairie fields tends to put Imperial Oil in the position of a company whose sources of crude oil are secure and which has in addition an ace in the hole in the northern Canadian development. Under current conditions, this assurance of a long term supply of crude oil is probably the most important single factor in assuring the future of a diversified oil industry.

That the oil industry has become more diversified, has entered into a wide range of new products, and has become in effect one of the chemical industries instead of a simple supplier of fuel and lubricant, is one of the basic facts in the outlook for all the oil companies. The Imperial Oil Co., for example, is directly linked into Canada's synthetic rubber industry which uses materials supplied from the Imperial Oil refinery at Sarnia, Ontario.

Wide Synthetic Possibilities

The outlook for the synthetic industry after the war is clouded to say the least. It is far from certain that synthetic rubber tires will prove as satisfactory as did the natural rubber tires formerly produced. Since the tire program has been hustled into production as an emergency measure, it has not been possible to complete all the research that the synthetic rubber men would have liked, nor has it been possible to re-design the type of tires being produced and to fit them to the peculiar qualifications of the synthetic rubber. It is quite possible, therefore, that tires made from synthetic rubber may prove unpopular, and may continue in that state for some years to come until processes, materials, and designs can be altered to suit the requirements of the motorist,

On the other hand, certain types of synthetics had established markets for themselves before the war broke out in competition with natural rubber. The great virtue of the synthetic is that certain varieties resist acids, petroleum and extremes of temperature which destroy natural rubber very rapidly. In the synthetic field it is possible to develop scores of different kinds of rubber to meet individual requirements, whereas the natural product is limited by nature.. One fact seems certain—that there will be a period of at least five or ten years after the war, during which synthetic rubbers will have an opportunity to develop and prove their worth in the economic life of the nation.

An equally new and significant wartime development has been the production of high octane gasoline rating up to above 100 octane. The important part which this has played in the United Nations' aviation effort is familiar. The chief problem for after the war is where this will find a market. The more conservative observers feel that it will be impossible to market all our present high octane capacity with any aviation industry that is likely to survive the war.

Most powerful market, over the long term, is expected to be found in the highway vehicle on whose numbers and mileage will depend the major operating revenues of Imperial Oil.

In a previous article on British American Oil, it was pointed out that on a per capita basis, the number of automobiles in Canada could more than double to catch up with the situation in the United States. Whether this goal will be realized is entirely a question of Canada's satisfactory adjustment to postwar conditions, and her ability to maintain reasonably full employment at a reasonably high level of national income.

But whether or not the more optimistic hopes for Canada's postwar future are realized, it appears certain that Imperial Oil is headed for a period of increased earnings. Full employment across the Dominion would undoubtedly accelerate the improvement, but in any event the removal of wartime restrictions on gasoline consumption, the reduction of wartime taxation and the freedom to concentrate on the most profitable products, instead of those which are most in demand for the armed forces and wartime industry—all these are expected to boost earnings almost automatically.

Imperial Oil's Statistical Record

	Price Range of Stock		Earnings per Share	Dividends per Share	Net Profit (millions)	Working Capital (millions)	Total Assets (millions)
	High	Low					
1942	$12	$7¾	$0.54	$0.50	$14.7	$60.6	$187.4
1941	10¼	8⅝	0.60	0.50	16.1	56.8	181.3
1940	15⅝	8⅛	0.65	0.62½	17.6	45.1	171.6
1939	18¾	12¾	0.71	1.00	19.3	44.0	164.2
1938	19⅝	14¼	0.96	1.25	26.0	60.0	168.4
1937	24⅜	14½	0.98	1.25	26.5	64.2	178.8
1936	24⅛	19¾	0.95	1.25	25.6	71.1	183.9
1935	22⅜	15⅝	0.94	1.25	25.2	72.6	192.6
1934	17⅞	12½	0.96	0.92½	25.8	*69.1	*199.8
1933	16	7⅞	0.53	0.50	14.1	49.2	269.2
1932	11⅝	7⅜	0.55	0.50	14.7	49.3	260.9
1931	18⅝	8¾	0.68	0.50	18.2	60.3	255.8

*Government bonds and marketable securities included in current assets for first time, aggregating $23.1 millions in 1934.

NEW PARTNER

R. J. Holmes has joined the firm of J. B. White & Co. as a general partner. For some years he was Canadian manager of E. A. Pierce & Co., and more recently has been associated with Thomson & McKinnon.

Market Opinions

Barron's (The Trader): Thus far tax payments and the U. S. War Loan drive have been ineffective in bringing about market liquidation. That development is as noteworthy as the lack of strong buying power for some months. If buying power is now about to experience a thorough-going revival, evidence of which would appear in a combination of rising prices and sustained volume of trading, the conclusion must be that business equities, regardless of immediate returns, are to be regarded as preferable to cash or high-grade bonds.

• • •

Barron's. (Dow Theorist): By breaking through the upper level of the "line" in which they had fluctuated for six full weeks, the Dow Jones industrial and railroad averages late last week gave an indication strongly encouraging to the bulls. The critical points, to which both averages rose on improving volume of trading, had been 138.45 for the industrials and 35.11 for the rails. While under Dow theory the interpretation that the market is in a secondary decline interrupting a full market is not changed, last week's action does suggest that the secondary recession is over.

• • •

Financial World (N. Y.): As plans for intensifying the war effort are revealed, there may be unpleasant surprises from time to time. Such developments could result in brief periods of market liquidation. This possibility does not call for any change in investment policy. If current indications are reliable, the present session of Congress will remove some of the more serious doubts clouding long-range prospects for the security market. This prospect should be borne in mind if intermediate reports should prove disconcerting.

Ontario Homes May Get Gas

Greater Dependence Being Placed on Artificial Sources This Winter

Some relief from the fuel problem may be in sight for distraught householders in certain sections of Ontario this winter with gas rescuing them from a threatened coal shortage, The Financial Post is informed. It is still too early to think of placing an order for a gas burner, as no final decision has been made, but serious consideration is being given to relaxation of regulations so gas burners may be re-installed in western Ontario towns such as Windsor, Chatham and London.

Artificial Plants Help

Plants which have assisted the boost in the artificial gas supply are the Union Gas Co. still gas plant at Sarnia, turning out daily five to six million cu. ft. of gas running 1,000 B.t.u's; the Union Gas Co. oil-gas propane plant at Windsor, which can be operated when necessary, turning out three to five million cu. ft.; the Dominion Natural Gas Co. propane plant at Brantford which turns out three to five million cu. ft. of gas running 1,000 to 1,200 B.t.u.'s; a new coke oven at the United Gas operation in Hamilton will bring output to seven million cu. ft. of 550 B.t.u. gas. Eighteen furnaces are yet to be prepared there, but 36 are already in operation. There is also a propane gas plant at Hamilton with a capacity about the same at that of the Brantford plant.

Provincial Gas, supplying the Fort Erie, Niagara and Welland district, is supplementing its supply of gas from the Welland County field by imports of gas from the Buffalo area which are piped across the border at the Peace Bridge.

Two Areas Being Tested

Most of the drilling of new gas wells is taking place in the Haldimand, Norfolk, Kent and Lambton counties with a fair number drilled in the Welland area.

One exploratory well is being put down in Lake Erie by West Petroleum a mile off Port Alma. The well was spudded in last week, The Post is informed, and is expected to be completed some time next month. Possibilities are reported interesting with chances of either extending an old field or of locating a new one. This is the first time drilling has been tried in the lake. If gas is found below the lake it will probably be sulphur gas requiring purification.

A deep test well is also being put down in Romney township west of the Tilbury gas field. This well is now in the Trenton formation around the 3,200-3,300-ft. horizon and will prospect the potentially productive horizon around the 3,400 to 3,500-ft. horizon very shortly.

Any Estate Plan today must take account of Taxation

ADVANTAGE . . .

A trust enables you to make substantial savings in succession duties, both Dominion and Provincial. If you want to leave your wife and family the protection and security which a trust can provide, this saving is an added advantage. In considering ways and means of protecting your family in these uncertain times you will find the services of our estate planning department a useful source of practical information and assistance. We invite you to consult our Officers; you will incur no obligation.

THE TORONTO GENERAL TRUSTS CORPORATION
Head Office: 253 Bay Street, Toronto

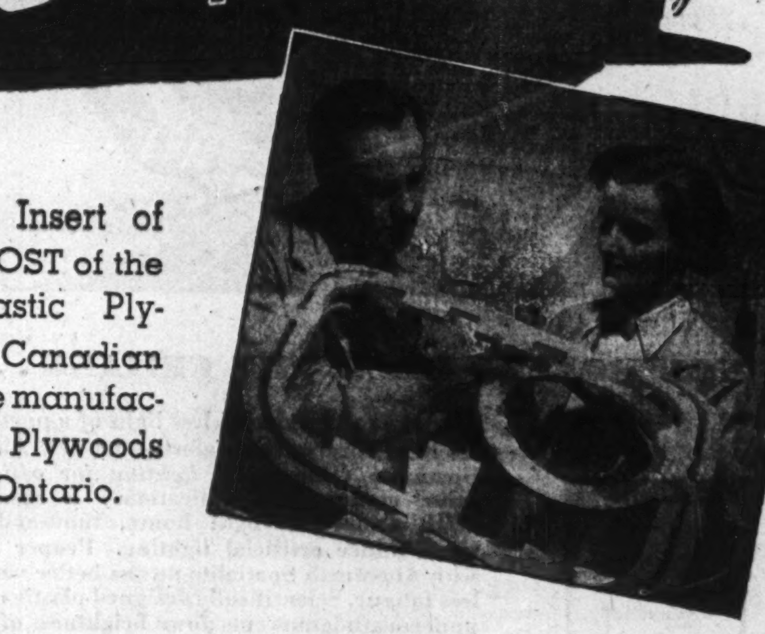
INVESTMENT SECURITIES

NESBITT, THOMSON & COMPANY, LIMITED
355 St. James Street West, Montreal
Branches in the principal cities of Canada

IN TORONTO
CARS and TRUCKS FOR RENT
Call car-U-drive COMPANY LIMITED
100 RICHMOND STREET WEST TORONTO, ONT.
AD. 5733

MOLDOMPLY
TRICKY AS THE MOSQUITO ITSELF

This Tricky Door Insert of Moldomply and MOST of the Plas-Dom-Ply (Plastic Plywood) for the Canadian Made Mosquito are manufactured by Dominion Plywoods at Southampton, Ontario.



The skilled craftsmen of Dominion Plywoods have laid aside their pride of workmanship on beautiful furniture for a greater wartime thrill. Now, door, window and bomb inserts for the Mosquito are made from **Moldomply** — Dominion's name for top quality **moulded plywood** — and large, flat sheets of highest grade plastic plywood, known as **Plas-Dom-Ply**, are both finished to a greater degree of perfection than thought possible before the pressure of war speeded the use of new bonding methods.

For the future, the possible peacetime applications of Plastic Plywood are practically limitless. Wise manufacturers will watch with care Dominion Plywoods (the foremost manufacturers of Plastic Plywoods) so that they may take advantage of all developments in the coming great postwar era.

DOMINION PLYWOODS LIMITED
SOUTHAMPTON CANADA
Custom-Built Plywood Specialists
MANUFACTURERS OF PLAS-DOM-PLY AND MOLDOMPLY

In the Supreme Court of Newfoundland

In the matter of:
North American Financial Corporation Limited and Reduced
and
In the matter of:
The Companies Acts.

Notice is hereby given that a Petition presented to the Supreme Court of Newfoundland on the 27th day of August, 1943, for confirming the proposed reduction of the capital of the above named Company from Five million dollars ($5,000,000) to Three hundred thousand dollars ($300,000) will be heard by the Court on Monday, the eleventh day of October, 1943, at eleven o'clock in the forenoon.

Any creditor or shareholder desiring to oppose the making of an Order for the reduction of capital of the said Company under the above Act may appear at the time of hearing by himself or his Counsel for that purpose. Such person is required to give two clear days notice in writing of his intention to appear with the grounds of his objections to the undersigned, the Solicitor of the Company.

A copy of the Petition will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 27th day of August, A.D. 1943.

ERIC COOK,
Solicitor for the Company.

Address for Service:
Board of Trade Building,
Water Street,
St. John's, Nfld.

Guaranty Trust Co. of Canada is now listed on the Toronto Stock Exchange with the ticker abbreviation GY. Listing took place Sept. 10. The capital stock of the company consists of 2,309 fully paid and 2,791 partly paid shares of $100 par value, the total capital paid in amounting to $300,000. The company has no funded debt and dividends of 5% a year have been paid regularly since 1936, previous dividends being at the rate of 7% a share.

REAL ESTATE
- Sales
- Valuations
- Mortgages

Property Management
R. F. HEAL & COMPANY
112 YONGE ST. AD. 3457-8

HOWEVER YOU TRAVEL . . .
CARRY YOUR MONEY SAFELY
Canadian Pacific Express
TRAVELLERS CHEQUES

HOME STUDY
Canadian Courses for Canadians
Across Canada are thousands of Shaw Graduates who have attained to fine, well-paid positions and noteworthy successes in Business, through Shaw training. Shaw Home Study Courses provide practical, thorough and efficient instruction.
Stenographic — General Accountant (C.G.A.)
Secretarial — Stationary Engineering
Bookkeeping — Higher Accounting
Cost Accounting — Short Story Writing
Chartered Institute of Secretaries (A.C.I.S.)
Write for Catalogue. Shaw Schools, Dept. Bay and Charles Sts. Toronto, Ont.
SHAW BUSINESS SCHOOLS

VALUE FAR BEYOND ITS COST
265,000 copies daily.
The Star has over one-eighth of Canada's evening paper circulation at one-eighteenth of the cost
TORONTO DAILY STAR

Investments

Another Abitibi Probe Here

Drew to Name Other Commission if No Solution Found

Reaction of investment circles to Premier Drew's newly appointed Abitibi Power & Paper tribunal has been generally extremely favorable. Investment men stress four favorable features:

1. Personnel of the new committee has not been identified with any group or groups in past Abitibi negotiations. It is felt that an outside, impartial attitude on the part of the committee has been guaranteed by the calibre of the appointees.

2. The fact that the committee has been established with a minimum of formality will, it is believed, ensure its ability to keep discussions on an informal, flexible basis which will favor the drafting of a generally satisfactory agreement.

3. The committee takes over at a time when all parties are felt to be more willing to arrive at compromise than has been the case for some years past.

4. There has been a complete absence of "leaks" on the announcement of the appointment, with the result that although the decision regarding the committee was made on Friday, Sept. 17, and was not announced until the following Monday, there was no evidence that news of the appointment had been allowed to reach speculators. Neither the preferred nor common stock advanced on the market until after the announcement, a fact which has won the Drew government the respect of many investment dealers.

Committee Head

Heading the new committee is the Hon. Frank Joseph Hughes, K.C., senior partner of the legal firm of Hughes, Agar, Thompson & Amys of Toronto, a director of the National Trust Co. and formerly Crown Attorney for Toronto. William Zimmerman, K.C., the second legal member of the committee, heads the law firm of Zimmerman, Blackwell & Heywood, is a director of McColl-Frontenac Co. and of Scythes & Co., Toronto.

Gilbert Edward Jackson, the economist of the committee, has for many years been prominent in Canadian economic life, both from the academic side at the University of Toronto and at McGill, and from the business side. He has been economist for the Bank of Nova Scotia and adviser to the governors of the Bank of England. Currently he is active as the secretary of the Canadian Committee on Industrial Reconstruction, and is practising as a consulting economist in Toronto. An occasional contributor to The Financial Post, Professor Jackson served as final judge in The Post's "Investing in Wartime" contest of three years ago.

Investment men appear to favor the choice of the men named to serve on the Drew tribunal investigating the affairs of Abitibi Power & Paper Co. Appointment of Hon. F. J. Hughes as chairman, to act with William Zimmerman, K.C. and Professor Gilbert Jackson, economic consultant, to a committee thus two thirds legal and one third economic, would suggest the exact nature of the problem is understood by the government leader.

Please Investment Men

Make-up of the committee, two thirds legal and one third economic, is felt by investment men to reflect fairly accurately the nature of the problem that has to be tackled. Since Abitibi's affairs have been in their present unsettled state, many of the plans of reorganization that have been submitted have broken down on legal points, and the company's problems have come under the jurisdiction of Ontario courts, Dominion courts and the Privy Council. It is felt that complete success in the present effort will be achieved if a plan can be submitted that will make further litigation unnecessary.

Unofficial Plan

As reported in The Financial Post of Sept. 4, an unofficial plan has been circulated recently which offers one of the most promising solutions to the Abitibi problem yet presented. Because of its lack of official sponsorship, the plan has had no official recognition from representatives of the various investing interests, but unofficial comments indicate that it would be acceptable to many holders of both junior and senior securities.

Briefly, the plan envisages a further 8% payment on principal to bondholders, thus reducing the amount outstanding to 50% of the face amount, or a total of approximately $24 millions of funded debt. Arrears of interest would be settled by cancellation of interest on back interest, leaving the company with an obligation to pay some 12 years' back interest on $48 millions, together with current interest on $24 millions. Arrears would be paid off annually over the next 12 years, so that the holder of a former $100 bond would then have a $50 bond on which $2.50 per annum would be paid in current interest, and $5 per annum on arrears of interest. As a result of this annual return of 15% for the 12-year period, it is pointed out that the bonds would appreciate above their $50 face value, which would permit holders to get an immediate return of a major part of the amounts coming to them. In addition, it has been suggested that bondholders might receive some stock interest in the reorganized company as compensation for deferring their claims.

Two Assets

This plan has two advantages: unlike some of the other proposals it is sufficiently indefinite to permit agreement in principle without conflict over details; and it overcomes the objection to many of the plans which would have bondholders' accept a junior security in settlement of interest claims. Proposals of the latter type would involve income taxation on the entire value of the securities received in settlement of back interest, and the tax would be imposed at today's heavy rates. Moreover, payment in securities does not put any cash into the bondholders' pockets to help meet the taxes that follow.

The Post is informed that bondholders will continue to resist any plan which will result in a practical confiscation of their claims to back interest through heavy income taxation, and it is argued that any effort to make a plan stick against the will of the majority of the bondholders will run into tremendous legal difficulties.

No Lump Taxation

On the other hand, proponents of the plan which made its appearance at the beginning of this month point out that a deal along these lines will not result in a heavy lump tax payment for the bondholders, that they will receive their payments over a 12-year period during which income taxes are expected to retract to more modest proportions.

It is also pointed out that the objections of bondholders to the risk of heavy taxation would not apply to insurance companies and other public institutions which hold their bonds in trust and free of income tax. These holders, believed to hold some 50% of the outstanding obligations, would presumably throw their weight in favor of any reasonable settlement, even though it might fall somewhat short of the ideal.

In the event that the present committee is unable to present a program that proves satisfactory to the various interests, Premier Drew has stated that a government commission will succeed the committee with the purpose of making specific recommendations for government action on the problem.

Company Reports

Calgary & Edmonton

Due to the natural decline in the production of existing wells and a less than proportional addition from new wells, the gross returns from production of the wells of Calgary & Edmonton Corp. was down $96,013 for the year ended June 30, 1943, amounting to $466,948. With slightly higher interest and dividends received at $17,155, the combined net profit of the company came to $300,263 for the year compared with $377,620 for the previous year.

During the year three wells were completed—Royalite No. 65, Royalite No. 69 and Lion-Sunray No. 2, with a present daily allowable production totalling 700 bbls., and since then Brown No. 1 and Devonian test No. 1 have come into production. The Devonian test was disappointing in that drilling had to be abandoned at 8,978 ft. without locating the Devonian limestone, and the well had to be plugged back to the Madison limestone. The drilling of Brown No. 6 has given some promise of profitable development of the company's extensive mineral rights in the south of Turner Valley.

The company has three wells drilling at present. Pacific Pete No. 6, Anglo-Canadian No. 10 and Lion-Sunray No. 3, all of which are being drilled under arrangement with Wartime Oils. At Sept. 10, these wells had been put down to 5,620, 3,544 and 3,802 ft. respectively.

During the year, the president, H. F. Osler, states in the annual report, the company received $203,695 as its share in the production of the 17 Royalite wells. These wells, drilled under a participation agreement with Royalite Oil, have altogether returned $919,277 to the company, of which $198,770 has been credited to income and the remainder applied to the reduction of capital investment.

Other developments are continuation of the survey of the company's holdings in the vicinity of Entice, being carried out in cooperation with Royalite Oil, and continuation of a general geological survey of the company's holdings. Attempts at seismograph exploration of the Taber area have proven unsatisfactory, but the area warrants more intensive exploratory work, the president states. Options have been placed on about 17,500 acres, 6,000 in the Pincher Creek area. If the options are exercised test wells will be drilled on both groups of properties.

Income, Surplus—Years Ended June 30

	1943	1942
Production revenue	$466,948	$562,962
Less: Oper. expense	43,022	41,024
Deprec., etc.	16,360	13,330
Min. taxes & tr. ag.	8,287	13,468
Devon. test cost	3,818	......
Income & E. P. tax	108,804	130,521
Net production profit	286,657	364,619
Add: Invest. inc.	17,155	16,130
Less: Inc. & E. P. tax	3,548	3,129
Combined profits	300,264	377,620
Less: Dividends	241,510	241,510
Surplus for year	58,754	136,110
Add: Prev. surplus	710,191	560,631
Tax adjust.	5,989	13,749
Less: Adj. re res.	6,551	299
Surplus forward	768,383	710,191
Earned per share	$0.12	$0.16
Paid	0.10	0.10
Working capital	$568,503	$409,329
Royalty Production Statement		
	Barrels	Royalty
Absorbtion plant	59,873	$ 3,685
Naphtha & crude	1,887,823	382,435
Coal	......	416
Gas	......	8,443
	1,947,696	394,979

Blue Ribbon

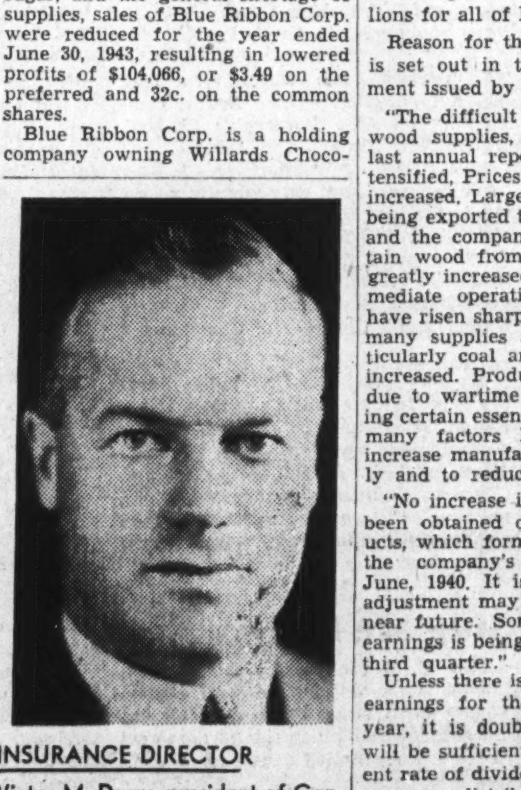
As a result of rationing of tea and sugar, and the general shortage of supplies, sales of Blue Ribbon Corp. were reduced for the year ended June 30, 1943, resulting in lowered profits of $104,066, or $3.49 on the preferred and 32c. on the common shares.

Blue Ribbon Corp. is a holding company owning Willards Chocolates, Blue Ribbon, Ltd. and Pure Gold Manufacturing. In the report to the shareholders it is stated that entries into the armed forces and some loss of personnel through Selective Service have created considerable labor difficulties for the company, but that every effort is being made to maintain production.

Income, Surplus—Years Ended June 30

	1943	1942
Operating profit	$474,175	$536,992
Less: Deprec. reserve	87,197	112,396
Res. re invent.	......	54,500
Inc. tax res.	*282,912	222,493
Net profit	104,066	147,603
Less: Dividends	74,625	74,625
Surplus for year	29,441	72,978
Add: Prev. surplus	343,697	270,719
Ref. port. of E.P.T.	36,105	......
Balance forward	409,243	343,697
Earned per share:		
Preferred†	$3.49	$4.95
Paid	2.50	2.50
Common‡	0.32	0.78
None paid.		
Working Capital	$1,269,931	$1,144,367

†Before taking partic. feature into consid. ‡After taking participating feature into consideration. *Incl. ref. E. P. tax.



INSURANCE DIRECTOR

Victor M. Drury, president of Canadian Car & Foundry Co., who has joined the board of Guardian Insurance Co. of Canada.

Profit Drops At Brompton

From Our Own Correspondent

MONTREAL. — Sharply lower earnings are reported by Brompton Pulp & Paper Co., subsidiary of St. Lawrence Corp. For the first half of 1943 earnings, before depreciation and income tax, totalled $395,197. This contrasts with $839,169 for the like period of 1942 and $1.5 millions for all of last year.

Reason for the decline in profits is set out in the following statement issued by the company:

"The difficult situation respecting wood supplies, referred to in the last annual report, has become intensified. Prices of wood have been increased. Large quantities are still being exported to the United States, and the company is obliged to obtain wood from remote regions at greatly increased cost to ensure immediate operations. Labor costs have risen sharply and the prices of many supplies and materials, particularly coal and lime, have been increased. Production has declined due to wartime restrictions, affecting certain essential materials. These many factors have combined to increase manufacturing costs greatly and to reduce production.

"No increase in selling prices has been obtained on any kraft products, which form the major part of the company's production since June, 1940. It is hoped that some adjustment may be obtained in the near future. Some improvement in earnings is being experienced in the third quarter."

Unless there is a sharp pick-up in earnings for the last half of the year, it is doubtful if net income will be sufficient to cover the present rate of dividends. Last year the company distributed $1.50 a share on its stock, all of which with the exception of a few shares is held by St. Lawrence Corp.

Indian Moly Starts Mill

Canada's No. 1. molybdenum mine—Indian Molybdenum in northwestern Quebec, a subsidiary of Dome Mines—recently commenced production when the first milling unit was placed in operation, The Financial Post is informed. It is understood that around 200 tons of ore a day is being handled and plans call for boosting of production to the 400-500 tons daily capacity of the mill as quickly as possible.

While production has commenced somewhat later than originally scheduled due to delays in delivery of essential items for the plant, extra time has assisted in preparing the mine for delivery of the large tonnage of ore required to feed the mill. Development has been planned to facilitate turning out a large tonnage of ore.

The company has run into good fortune in that underground development has been as good or better than the surface diamond drilling results, officials say.

For the time being, all ore will be drawn from the one level established off the shaft which was put down at a 20 degree incline. Surface drilling showed an ore body of approximately 450 ft. long averaging 35 ft. in width and the substantial width of the deposit has facilitated plans for large-scale mining. No plans have been reported as yet for shaft-deepening, but it is expected work will be carried to depth just as soon as mining operations are sufficiently advanced at the present level at 200 ft. to spare the machines for the deeper work.

Grade of the ore runs about 1% molybdenum, but operations are hardly sufficiently advanced as yet to determine just what recovery will be in practice. The milling circuit for an operation such as this is relatively simple, however, and good extraction appears likely.

A contract completed with the Dominion Government in 1943 calls for two million pounds of molybdenite.

While details on expected revenues and the costs have not been released, it is understood that a good chance exists of Indian Molybdenum continuing as a profitable producer after the war. At this juncture, it appears to be the only Canadian molybdenum producer for which this prospect is bright.

The Shareholder

Some sources are suggesting that Canada might do well to maintain her dollar at the depreciated value of 90c. U. S. funds after the war.

The suggestion is made that returning the Canadian dollar to par with the U. S. currency unit might mean a considerable readjustment for primary operators such as newsprint and mining producers, as well as for farmers also producing for the export market.

It is pointed out that our economy, after four years of exchange control with a 90-cent dollar, has become geared on a new basis; wages, taxes and other costs have been adjusted to the new basis. Producers of manufactured goods, too, have adjusted their policies and prices on the basis of an extra 10% of "protection" which exchange depreciation has provided.

After the war, it is argued, the United Kingdom may owe Canada $3 billions on Mutual Aid account and it might be considered an unfriendly act to inflate this debt by 10% by returning the Canadian dollar to a parity with the U. S. currency unit.

In some respects, return of the Canadian dollar to par would be easier from an external rather than an internal standpoint. Canada has been able to pay her way as far as foreign exchange is concerned and no greatly enlarged foreign debt has been incurred as a millstone around the Dominion's neck after the war. Persistent reports are to the effect that the current exchange balance is running in the Dominion's favor. Certainly, no serious deterioration in Canada's foreign exchange position has been noticeable.

• • •

Wall Street has overcome the unwieldy name of Merrill Lynch, Pierce, Fenner and Beane, reputedly the largest brokerage firm in the world, by referring to it more intimately as "We the People."

The new name appears particularly suitable for the great U. S. investment firm. Besides boasting more branches than any brokerage service in existence, the firm has no less than 46 ordinary partners and 15 special partners. Five women are included in the partnership roster.

VICTORY LOAN BONDS

BELL, GOUINLOCK & CO.
LIMITED
MONTREAL TORONTO WINNIPEG

CANADIAN MUNICIPAL AND CORPORATION SECURITIES
F. H. DEACON & CO.
Business Established 1897
Members Toronto Stock Exchange
197 BAY STREET PHONE ELGIN 3401

We wish to announce that
MR. R. J. HOLMES
has become a general partner in this firm
J. B. WHITE & CO.
STOCK BROKERS
Members The Toronto Stock Exchange.
SUCCESSORS TO
DUNCANSON, WHITE & CO.
15 KING ST. W. WAverley 3401 TORONTO, ONT.

Bond Tenders

Oct. 2 Sch. Mun. of St. Jean-Baptiste, P.Q.—$23,000, 3½% dated Sept. 1, 1943, redeemable serially from Sept. 1, 1944 to 1961. Paul Rousseau, sec.-treas.

Oct. 5, Sch. Mun. City of Riviere-Du-Loup, P.Q., $155,000 3½% dated Nov. 1, 1943, redeemable serially from Nov. 1, 1944 to 1958. J. Lebel, sec.-treas.

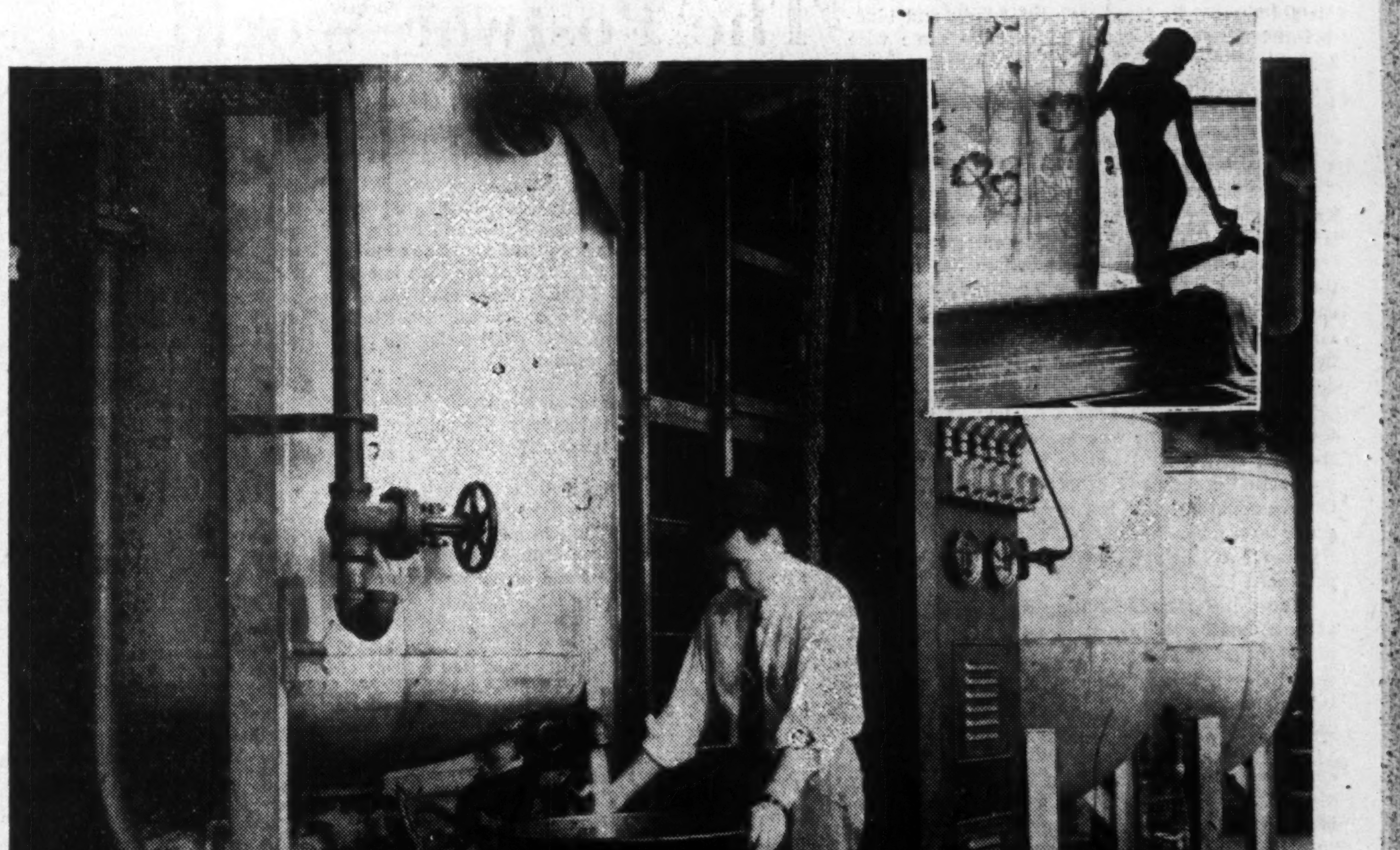
Oct. 4, Parish of St. Colomb of Sillery, P.Q.—$37,000, 3½%, dated Oct. 1, 1943, redeemable serially in 15 years. C. Langlois, sec.-treas.

Annual Meetings

1943:	Company	Place
Sept. 24	National Steel Car	Hamilton
Sept. 24	Power Corp. of Can.	Montreal
Sept. 25	Alberta Pac. Grain*	Winnipeg
Sept. 27	Kerr Lake Mines	New York
Sept. 27	Paymaster Cons.	S. Porcupine
Sept. 28†	Eastern Dairies*	Montreal
Sept. 28	Tooke Bros.‡	Montreal
Oct. 13	South Amer. Gold	New York
Oct. 29	Calgary & Edmon. Corp.	Winnipeg
Nov. 9	Credit Fonc. Fr.-Can.‡	Montreal

†Postponed from Aug. 24. *Bondholders. ‡Special.

NATIONAL STEEL CAR Corporation Limited
Modern Builders of Railway Passenger Cars — Freight Cars — Snow Plows — Street Cars — Air Dump and Industrial Cars of all descriptions. Automobile Chassis Frames and Parts — Steel Pressings — Forgings — Drop Forgings.
DROP FORGINGS for AIRCRAFT
Modern facilities at our Hamilton Division for the supply of all sizes of Dural and Steel Aircraft Forgings. Enquiries solicited.
Head Office: HAMILTON, ONT.
Sales Office: 437 St. James Street, Montreal, Que.



"Melting down" shower curtains to prevent disaster at sea

A typical example of Goodrich product development

THE nerves of a battleship are its thousands of electric cables. But a hit sets fire to their insulation, then bare wires short-circuit, and the ship is helpless.

Years ago B. F. Goodrich engineers suggested Koroseal for electrical insulation. A synthetic developed by Goodrich, Koroseal is ideal for treating shower curtains, raincoats, tablecloths and dozens of other things because it makes them permanently waterproof, and resists stain, acid, sun and just about everything else. Goodrich knew Koroseal was not only an insulator but wouldn't support a flame. Why wouldn't it make good insulation for battleship cables?

Samples were made up, tested. They proved the perfect answer. Since this insulation won't carry fire, the ship stays in action under conditions that formerly made it useless. Heavy overloading of power lines, inevitable in battle, injured old insulation but doesn't harm Koroseal. Actually, this new, lighter material may spell the difference in battle between victory and disaster.

Warships took all the Koroseal that Goodrich could produce. Production was doubled, is being doubled again, and still the navy needs it all. That is why you may not be able to get Koroseal shower curtains, tablecloths and other articles for a while — why you may have to put up with substitutes you naturally don't like as well. But when the emergency is over, or before, scores of things made of Koroseal will be back in the stores with all the important advantages to you which only this Goodrich development can give them. *The B. F. Goodrich Rubber Company of Canada Limited, Industrial Products Division, Kitchener, Ont.*

B. F. Goodrich
FIRST IN RUBBER

The Editorial Page . .

Ottawa's Part in Reconstruction

Ottawa is understood to be considering the establishment of a ministry of reconstruction. The problems of reconversion to peace will likely require such a post but there is a great deal of misconception throughout the country regarding its specific functions.

Primarily, reconstruction, so far as the Government is concerned, is largely a matter of orderly demobilization, the gradual withdrawal of Government from the field of private industry.

There is the problem of disposing of the billions of dollars worth of crown-owned war factories and crown-financed additions to privately operated industries.

There is the matter of getting rid of the huge accumulations of raw materials, supplies and used equipment which will no longer be required by the armed forces.

And finally is the delicate and complicated problem of preventing a runaway market and consequent inflation in the period immediately following the cessation of hostilities when industry starts to fill the four or five-year backlog of orders for civilian and durable goods.

We have in this country both the makings of an indefinite period of prosperity and the gravest sort of crisis. Everything will depend upon the proper co-operation between the Government and private business.

Something like a million new jobs must be found to give employment to returned service men and war workers. But we should have jobs for these and many more in providing the housing, cars, radios, furniture, streets, transportation facilities and scores of other goods and services needed to bring our standard of living and the development of Canada up to a level of which all of us can be proud.

Contrary to the cynical preachings of the CCF, the immediate problem after the war will not be to prevent depression but an uncontrolled boom. Pressure on our factories and markets to provide urgently needed civilian consumer goods will be enormous and dangerous unless steps are taken to taper off present restrictions gradually.

In the first stages of reconstruction, indeed, it may be even necessary to curtail or postpone a good deal of necessary public construction until the first job of providing civilian goods is well under way. Then, gradually and only when labor becomes available should these public works be introduced.

There are in Canada literally thousands of desirable and self-liquidating projects waiting to be done. These range all the way from small township drainage and reforestation schemes to development of our great northern frontier. Let us get these jobs lined up now, ready and blueprinted for action. Then let us have some wise government guidance that will put them in motion at the right time.

Tie-up With Man on Land

One of the most important aspects of the Drew-Kennedy plan for revitalizing Ontario agriculture is the provision of county advisory committees.

Hitherto most of our organization has been at the top. There has been little machinery either for carrying national plans down to the man on the land or for taking the latter's problems up to the head of the line. As a result there has been both delay and confusion.

For many months after Ottawa was aware of the need for certain war foods by Great Britain, the man on the land was in the dark as to what was actually required of him. And, conversely, Ottawa apparently did not seem to be aware of the grave farm labor shortage until long after the country had been stripped bare of its young and experienced help.

Under the proposed county committees, headed and manned by leading practical farmers, this sort of confusion and delay should not occur. There would be an immediate and continuous link between headquarters and the men who ultimately carry out our wartime farm program.

These local committees, fully conversant with local conditions, can appraise problems and capacity of their own farm districts in a way that would be impossible for an outsider, and because of that special ability they will have a real chance of being accepted by that most rugged individualist of our citizens, the farmer. There is promise of a substantial boost in agricultural production through the new plan.

The Financial Post's Platform for War

1. *All manpower and resources, efficiently used, wherever needed, to win the war.*
2. *A national war cabinet of Canada's best, chosen not on party lines.*
3. *A non-political industrial executive to organize and direct procurement of war supply.*
4. *Pay-as-we-go policy, to the utmost possible limit to avert inflation.*
5. *Elimination of wasteful spending by public bodies or private individuals.*
6. *Planning NOW for postwar, by government and business, to ensure full employment and improving social standards through individual, competitive enterprise.*

This Merger is Approved

One merger of which all can approve is that dealing with the various welfare services in their coming annual drive for funds. Previously dozens and sometimes scores of separate organizations made their own individual appeals. As an inevitable result, there was inevitable overlapping, waste and confusion.

Instead of one single canvass, well advertised and well organized, there were as many as there were different charities. Far too high a percentage of collections went to pay overhead expenses. And the average citizen, irritated by repeated appeals, had little way of knowing which were most deserving.

Now the handling of essential welfare work is put on a common-sense, business basis. The citizen is asked to make one annual contribution and he does so with the certain knowledge that he is getting maximum efficiency out of his charitable dollars. As reported in a special article in last week's Post, this consolidation of fund raising activities has reached a high level in many Canadian cities.

Decision Needed Now

One piece of postwar planning that Canada should get done at once has to do with her shipyards, according to a leading editorial in Canadian Shipping and Marine Engineering News.

Britain and United States are already busily lining up work for their war-swollen yards and to maintain employment for their big labor forces, the editorial states.

Canada should be vigorously pursuing the same goal to maintain this industry which virtually disappeared between the wars and which employs such a sizeable number of workers.

Putting U. S. 1943 production at around 19 million tons of completed cargo ships, Canadian Shipping declares that Britain and U. S. are already going after postwar business. The magazine advocates immediate planning and organization of Canadian competition.

"Building berths could be allocated and contracts signed now with several of the European nations which will require to replace lost tonnage—Norway, Denmark, Holland, Belgium, Greece, and even France. Shipping representatives from some of these countries are making rehabilitation arrangements now and a share of this business should be earmarked for Canada."

But, the editorial warns, Canadian shipbuilders must improve operating efficiency and get their costs down which, the author implies, are far too high for competition with other builders.

The least the Canadian Government can do is to define promptly its policy as to shipbuilding; outline the manner in which it will make available the shipyards built or rehabilitated with public money.

There is a lot of war yet to fight, but this in no way hampers the war effort. Letting enterprisers do their planning in time is the way to build the means of steady employment, hence to winning the peace as well as the war.

It's Not New After All

Here, surely, is an occasion to dust off the old remark of the prophet and quote, "There is no new thing under the sun."

The U. S. Army authorities have just made public information about their bazooka and have shown us what it looks like. Far from being something marvellously new and ingenious, the rocket gun turns out to be something from away back in time.

The Chinese may have used something like it as early as 1232 and it was a common fighting weapon until the English developed the long-barrelled gun around 1600.

The British used rockets against Copenhagen in 1807.

In 1812 the British used rockets in the burning and capture of Washington. And the "red glare" reference in "The Star Spangled Banner" is to the British rockets, not fireworks.

Credit for digging up this old weapon is apparently due the Russians, who are reported to have used anti-tank rockets as early as 1941.

Advantage seems to be that a relatively large bundle of explosive can be aimed and launched from a mechanism enormously cheaper, lighter, and simpler than the gun required to handle a similar projectile.

The Postwar World . . .

In this department The Financial Post notes current comment, opinion and research on the world that will face us after the war has been won.

The British Empire's World Trade Plans

Postwar plans of Great Britain and the British Commonwealth of Nations are described in a report on postwar plans of the United Nations, including the United States, now being completed for The Twentieth Century Fund, New York. The report, which is being prepared by Lewis L. Lorwin, deals with the programs each nation is making for its own domestic development. Advance portions dealing largely with trade plans are briefed below:

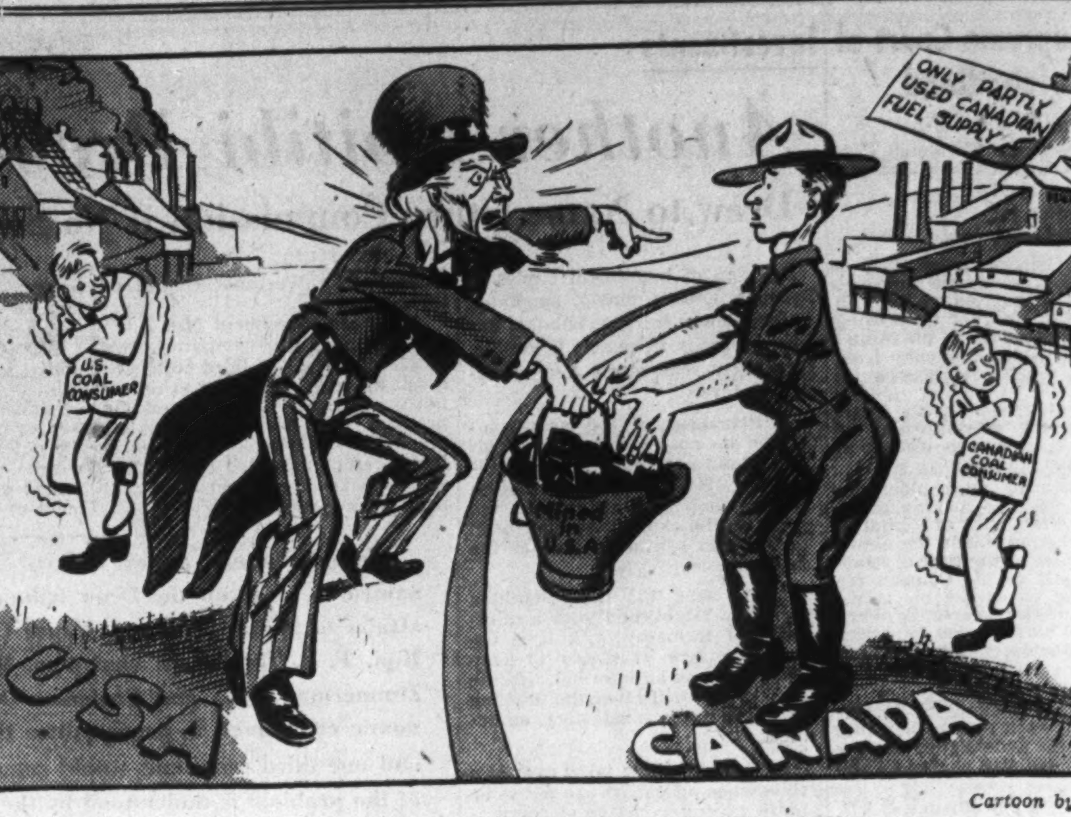
It is widely recognized today in Great Britain that "the British must extend greatly their postwar exports of manufactured goods. The British public also realizes that the formerly important British export industries, such as cotton cloth, coal, and machinery, can no longer rely on the initial advantages which gave them a dominant place in world markets in the past . . . a large portion of British exports will have to be in specialized goods and in the products of the newer chemical and electrical industries."

The Fund's report adds that "it is generally acknowledged in Great Britain that the United Kingdom after the war will be dependent to a large degree upon the commercial and financial policy of the United States. Some, e.g., the Federation of British Industries, are somewhat apprehensive of what this may mean in practice. But two policies to stabilize postwar world trade are suggested. One is to form larger economic units of agreement, specifically to link the trade of Great Britain with that of Soviet Russia, China and the United States. Another is to apply in some form the principle of lend-lease so as to supply, free of charge, goods and services which would help to reconstruct the devastated areas and to develop the newer countries."

The report points out that Canada traditionally is a large producer and exporter of bulky, relatively low value articles (wheat, forest products, minerals) and one of the world's largest importers of coal, oil and steel products. The report describes how greatly Canada has expanded its industrial plant and agricultural output during the war and says: "At the end of the war Canada will not only be faced with the problem of world markets for its foodstuffs and raw materials but will also need an outlet for its increased industrial capacity."

Middle class and business groups in Australia, it is stated, want to continue the expansion of industry forced on Australia by the war. They see the possibility of "developing not only its iron and steel industry, but such industries as high-speed tools, constructional materials, motor cars for domestic use, glass, optical instruments and aircraft . . . In the past, Australia depended for its capital needs, in addition to local savings, almost entirely on the British capital market. In view of the declining position of Great Britain as a creditor country, it is hoped that American businessmen might be induced to expand their investments and operations in Australia after the war."

New Zealand plans expansion of present and the addition of new industries, as well as "projects for land settlement, public works, including the building of schools and hospitals, railway improvements, irrigation, afforestation, housing and electrification." Commenting on business plans, the Fund report says, "The plans for postwar industrialization in New Zealand raise problems of trade and foreign policy similar to those of Australia. New Zealand's reliance on the British market will continue to be great. But New Zealand like Australia may develop closer economic relations with the United States."



Cartoon by Grassick

"WHY DON'T YOU DIG MORE OF YOUR OWN, JACK?"

Post-Scripts . . . .

Heads World's Biggest

When enquiring parliamentarians visited Arvida last week to learn at first hand the whys and wherefores of Shipshaw and the manufacture of aluminum, they got to know one of the ablest "technicians" in the business—McNeeley DuBose.

MR. DUBOSE

DuBose was recently named vice-president of the Aluminum Co. of Canada in charge of all the company's operations in the Saguenay area. This means, in effect, that his overseeing responsibility for power development and production is now enlarged to include overall control of production and output of aluminum as well as of power. Under his supervision will therefore be the largest aluminum property in the world—a property which is expected this year to turn out over a billion pounds of product—about 65 times as much aluminum as the whole Dominion used to consume in pre-war days.

Dubose is almost the oldest resident of Arvida, P.Q. He arrived at the then barren townsite on New Year's Day, 1926, to install electric equipment. He has been there ever since. Ten years before (on April Fool's Day, 1916) he had joined the American Aluminum Co. as a power engineer at Baden, North Carolina. Nearly a decade later he was sent to Pittsburg to help design some of the parts for the electrical equipment which was going to be sent to the Saguenay. When the parts were made, he went along with them as general superintendent of the Saguenay Power, controlled by Aluminum Co. of Canada. He was the general manager of the Chute-à-Caron development (forerunner of Shipshaw) from the time it started and has seen this vast undertaking develop from the dream of 20 years ago.

Some years ago when DuBose was president of the Canadian Electrical Association, this column wrote a little item about him in which it was pointed out that he held the all-time record for commuting between Arvida and Montreal. The story saved DuBose a lot of money because about the time it appeared, the City of Montreal (thinking him a resident) had sent him a whopping bill for civic income tax. By way of demonstrating that his real home was Arvida, and that his sojourns in Montreal were of a very fleeting nature, Mr. DuBose sent the civic authorities a copy of The Post clipping. He got a very polite letter of apology and the assessment was withdrawn.

McNeeley DuBose was born in Asheville, North Carolina, and has never lost his pleasant southern accent. His father was an Episcopal minister, but the son was always more interested in making electrical gadgets, doorbells and whatnot, than he was in his dad's sermons. He went to the University of South Carolina at the age of 15, but even before that had gone to work as an electrician. He holds two degrees in engineering; was at one time an instructor in physics. For a time he worked on the Panama canal locks for the American Government installing electrical equipment, then prior to the first Great War he got the wanderlust and a job in Spain with the Pearson Engineering Co. From there he went to Paris, tried to join up with the American Legion, but found he couldn't afford it so returned to the United States and joined the Army Engineer Corps. After the Armistice he returned to the Aluminum Company of America.

Since 1926, DuBose has been heart and soul in the development of an aluminum enterprise in Canada. He has no concern about Canada's ability to meet competition anywhere in the world so far as the cheapness with which this country can produce the white metal; thinks the ultimate future for sale of a vast amount of aluminum from Canada depends in large measure on how rapidly we can restore the prosperity and purchasing power of devasted areas so that it can become a market.

* * *

Refused to Fail

When James Allen wrote, "it is those strong ones who only recognize failure as one of the pathways to attainment," he might have been thinking of Charles Francis Coe, who will be chief speaker at the advertising and sales club luncheon in Toronto next Wednesday.

MR. COE

Exactly one month before Christmas, 1890, the stork dropped a kicking bundle on the steps of Francis Ulysses Coe, in Buffalo, N.Y., and when the bundle was opened, Francis Ulysses discovered there was another Coe in the family—a son.

Two things the son inherited. His father's first name, which became the son's second, and the wanderlust symbolized in the father's middle name.

Growing up in Buffalo, young Coe distinguished himself for two things: he attended five public schools and got kicked out of all of them; and at the age of twelve, won a public school contest for short story writing. This last was significant.

At sixteen, weary of Buffalo, he ran away and joined the U. S. navy. Instead of being cowed he became welterweight champion of the fleet and earned the nickname of "Socker" which still dogs him.

Returning to Buffalo with an honorable discharge, in 1911, Coe began the painful process of readjusting himself to civil life. First he tried professional boxing. Next he tried selling real estate and failed. Then flat broke, he went to work as a day laborer for the DL&W Railroad.

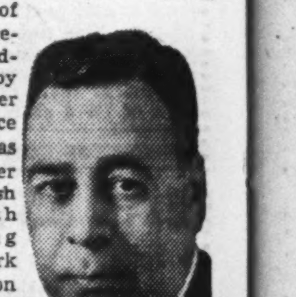
But he was still convinced he could sell. Finally he got a job selling piston rings in Boston—and made good! By the end of the first Great War, Coe had organized Coe, Inc., and Coe Motors, Inc., and operated an auto discount finance plan besides. Then he met "Benny-With-the-Broken-Nose." Benny was a Boston detective but he got the broken nose in a boxing bout with Coe.

They celebrated their reunion in a Boston night club—a hangout for racketeers which Benny had to watch. Coe met the mobsters and began to write about them. Thus was born the famous cycle of gangster fiction, and Charles Francis Coe, automobile salesman, became a famous author. In the next ten years he wrote 200 novels, 21 of which ran serially in the Saturday Evening Post.

Plotting gangster stories required intimate legal knowledge, so Coe studied law. Wanderlust drove him to Florida, and there he passed the bar examinations, and the next thing he knew he had law offices in three different Florida cities. This interfered greatly with his writing, so much so, in fact, that soon he didn't write at all. Now he is vice-president and general counsel of the Motion Picture Producers and Distributors of America, familiarly known as the Hays office, which means he is "Mouthpiece of the Movies."

Wandering Accountant

Henry Gordon Norman, newly elected president of the potent Dominion Association of Chartered Accountants, spends little time in his office these days. At the outbreak of war he was retained in an advisory capacity by Defense Minister Ralston and since 1940 has acted as financial adviser to the British Commonwealth Air Training Plan. This work has kept him on the move constantly between his office in Montreal and Ottawa, with side trips to England and every part of the country where the BCATP functions. In between times he looks after affairs of Price, Waterhouse & Co.



MR. NORMAN

Born in London, Eng., 53 years ago, Norman attended the Grocers' Company School in London, passing the senior examinations prescribed by the University of Cambridge for English public schools. Upon reaching the voting age of 21, he came to Canada, settling first in Calgary and then in Edmonton. He became a chartered accountant in 1914.

In the first Great War, Norman joined the ranks of the 51st Battalion. He transferred to the Canadian Machine Gun Corps when that unit was created and came home as a lieutenant. After some more time in Alberta he then went to Philadelphia where he joined Price, Waterhouse & Co. Back to Canada in 1931 he was attached to the Montreal office of Price, Waterhouse. Eight years later he was admitted to partnership in the Canadian firm.

Henry Norman has always been active in affairs of the chartered accountants. For several years he served on the council of the Society of Chartered Accountants of the Province of Quebec and in 1941 was president of that group. From 1938 to 1941, he was a member of the executive committee of the Dominion Association.

He has also taken an active interest in the St. George's Society of Montreal and was president of that organization in 1934, 1935 and 1939.

Despite all the demands on his time, Norman finds occasional opportunity to visit his farm at Magog, in the Eastern Townships of Quebec. It specializes in dairying and still rates as a hobby for, as he says, he is trying to prove a farm can be made to pay. For a city man at least, that is a job which may require all the professional skill of a chartered accountant.

"No mother of young children should be recruited in industry until the last bridge-player has been drafted."—*Mrs. Paul Douglas, in Town Meeting of the Air.*

Other People's Views . . . . .

The Canadian Editorial of the Week

Pretty Screwy Talk

Ottawa Journal

The Canadian Congress of Labor, in session in Montreal, comes out with a demand that the Government "take over the entire banking system" and also "all transport" in Canada.

So it goes. One day we have Mr. Coldwell's CCF party wanting the State to take over all the insurance companies and the trust companies and the coal and gold mines and the timber industries, and the next day the Canadian Congress of Labor reaches out for the banks and the railways.

What many would like to know—this altogether apart from the merits of what is proposed—is how all these vast domains of finance and production could be taken over? How would the CCF and the CCL go about it?

Aggregate value of Canadian banks, financial houses, coal and gold mines and timber limits must be a stupendous sum. Assuming for purposes of argument that it totals five thousand million dollars, where or how would a CCF-CCL Government get it? Just now, and for war purposes, the Canadian people subscribe loans of a billion dollars. But a great part of the subscriptions come from the very people and interests that the CCF and the CCL propose to liquidate; so such people and interests, not anxious to liquidate themselves, could hardly be counted on.

The five billion dollars could not be borrowed. It could not be got from taxes. Only two alternatives, it must seem to a great many, could be resorted to. Either the CCF and CCL people would start the printing presses and pay the banks and railways and the others with $5,000 millions worth of inflation; or else there would be confiscation. People holding shares in all such institutions, the great bulk of our industrial and financial life, small people as well as big people, would get nothing; just have their property taken from them.

It may be, of course, that CCF and CCL have a plan up their sleeves they haven't disclosed to us. If so, then we suggest they should disclose their plan. Talk about taking over five thousand million dollars' worth of property without evidence of cash to finance it looks to us like pretty screwy talk.

* * *

As Others See Us . .

Equal Income Tax Treatment

Kingston Whig-Standard

The Financial Post is quite right in assuming that there should be no difference in the (income tax) treatment of the expense allowances of the ordinary business men and government officials, or even members of the government. No one who knows how hard the cabinet ministers work, will suggest for a moment that $12,000 a year is too high a salary. Many of them could earn much more in their own professions.

The objection is to the unfairness of taxing the expense allowances of the ordinary Canadian and allowing the allowances of cabinet ministers to go untaxed. We believe that the salary of cabinet ministers could be increased a couple of thousand dollars without any protest, but the equalization of taxation would prevent any protest being made about preferential treatment.

* * *

Postwar Tariffs

Lethbridge Herald

As The Post says, the matter of a tariff policy for Canada is something that should be settled without delay after the war ends. We hope the tariff advisers at Ottawa can find time while the war is still in progress to map out a chart pointing to a tariff policy which will be for the greatest good to the greatest number.

* * *

Straining the Ceiling

Vancouver Sun

The report of the National War Labor Board on labor conditions in Canada is already in the hands of the Federal Government. Its result, according to the reliable Financial Post, may be to wreck the Canadian price ceiling.

If the report recommends a general upward revision of wages, and the government should accept this recommendation, then, says The Post, it will be impossible to hold the present price level. Inevitably, after a substantial wage increase, prices must rise, since wages in the end are the cost of goods. It will be difficult certainly for the government to reject the War Labor Board's report, whatever it contains.

These dangers will pose for the government perhaps the gravest economic issue of the war if the War Labor Board is bent on raising wages. It is to be hoped, therefore, that between the board and the government it may be possible to work out a formula which will preserve the price ceiling virtually intact, perhaps with the further use of subsidies.

Already, without any general wage increase, the cost of living is advancing slowly and may shortly involve another cost of living bonus, which will raise the cost of production again. Canada certainly can not afford to accelerate this rise. If we wish to avoid inflation, now is the time to stand firm.

* * *

Bungling in Manpower

New Westminster British Columbian

Two glaring examples of bungling in the Ottawa government's manpower policy are cited by The Financial Post. One concerns the vast operations of the International Nickel and the other deals with the crisis that impends in Canada's pulp and paper industry.

No one expects miracles in handling the vast and complex labor problems arising from Canada's tremendous war effort. But surely a little forethought and the application of some intelligent planning by the Ottawa cabinet could have lessened the difficulties and even averted the serious crisis that now confronts two of Canada's great industries.

"Any landing force rushed to the Italian coast would have been received with open arms."—*Lord Strabolgi, criticising delay in taking advantage of downfall of Mussolini last July.*

• • •

Sayings of the Week

"The Japanese navy gave its army a one way ticket to New Georgia."—*U. S. Navy spokesman in South Pacific.*

* * *

"I understand she came in on a wing and a typewriter."—*Dave Boone, commenting on Mrs. Roosevelt's 6,500-mi. trip to New Zealand and Australia.*

* * *

"Selfishness is not only morally wrong but in the long run it just doesn't work. If the bell tolls for labor or agriculture or government, it tolls also for business. And vice versa, vice versa and vice versa."—*Eric A. Johnston, president of United States Chamber of Commerce.*

* * *

"To take funds out of the public treasury to settle more than a normal percentage on farms would be asking the Canadian people to pay taxes to buy grief and discontent."—*H. H. Hannam, president, Canadian Confederation of Agriculture, warning Ottawa postwar committee against settling too many returned men on the land after the war.*

* * *

Stop Me If . . .

Two U. S. soldiers, sightseeing in London, were walking down Whitehall. They wanted to see the War Office but did not know on which side of the street to look. They hailed a passing Tommy and asked:

"Which side is the War Office on?"

The Tommy thought hard for a moment, then replied, "Gorblimey! Ours, I think!"

The Financial Post

Member Audit Bureau of Circulations

A weekly newspaper, presenting in a popular manner reliable information respecting investments, business and national affairs in Canada.

DOUGLAS M. GOWDY, Manager
RONALD A. McEACHERN, Editor
Published by
The MacLean Publishing Co., Limited
481 University Avenue, Toronto 2.
JOHN BAYNE MACLEAN,
Founder and Chairman.
HORACE T. HUNTER,
President.
FLOYD S. CHALMERS,
Executive Vice-President.
B. G. NEWTON,
Vice-President.

Subscription Terms: Single copies 10 cents. Yearly, in Canada, United States, Mexico and British Empire, $5; all other countries, $6.

Advertising Rates: Single insertion $4.20 per inch. Contract terms upon request.

Other Publications and Services of The Financial Post

THE FINANCIAL POST BUSINESS YEAR BOOK. Yearly, $2.
THE FINANCIAL POST SURVEY OF CORPORATE SECURITIES. Yearly, $2.
THE FINANCIAL POST SURVEY OF MINES. Yearly, $2.
THE FINANCIAL POST SURVEY OF CANADIAN OILS, 1944, $1.
Advertising Rates for above on application.
THE FINANCIAL POST DIRECTORY OF CANADIAN DIRECTORS and OFFICIALS. Pre-publication Price, $6.
THE FINANCIAL POST CORPORATION SERVICE. $20 monthly. Special prices for selected part service.

Montreal: Dominion Square Building; Murray R. Chipman, Eastern Manager; John E. Langdon, Eastern Editor.
Ottawa: 260 Irving Ave. (Tel. 8-0847); Kenneth R. Wilson, Resident Correspondent.
New York: 522 Fifth Ave.
Chicago: 309 West Jackson Blvd.
London, England: Quadrant House, 55 Pall Mall, S.W.1.

Politics

Is Drew Following Bracken?

Observers See Parallel in Agricultural Policies

Special Correspondence

OTTAWA—Western observers at the capital are greatly interested in the Ontario agricultural committee which has been formed by Premier Drew. They remind each other that Mr. Bracken's present position at the head of the Progressive Conservative party developed precisely from the fact that in 1938 he organized a similar, if smaller, western agricultural committee. By that fact, and by his leadership of his committee in two pilgrimages to Ottawa, he changed his status from that of a provincial premier to that of the acknowledged leader of western agrarian interests, from which it was an easy step to the leadership of a national party.

They assume that Mr. Drew's step is based not only on the example, but on the urging of Mr. Bracken, and take it to mean that the latter has been more active in perfecting his plans of organization than had generally been supposed.

Mr. Bracken's committee emerged from a Conference on Markets for Western Farm products which met in Winnipeg in Dec., 1938. The general theme of the conference was the difficulties of the west due to low prices for grain and the restriction of export outlets, which difficulties, and their causes, were set forth in a series of papers by various experts in trade and economics.

Organized Committee

Mr. Bracken then organized a committee of some 22 members, representative of farm and business organizations, and of western provincial governments, which laid out an ambitious program of study and research. But as its first task it set out to obtain continuance of the Canadian Wheat Board, dissolution of which was threatened, as continuance of a basic guaranteed price of at least 80c. a bu.

Three times from March, 1939, to 1940, delegations from Mr. Bracken's committee met the Dominion Cabinet. They did not always get their full demands but usually secured at least part of what they sought.

The Bracken Committee, in spite of its ambitious program, did not continue functioning. But by this time there was no doubt that Mr. Bracken was the official spokesman for western agriculture, and that he had largely displaced in this connection the governments of Alberta and of Saskatchewan, and more importantly, that of different farm organizations.

Such farm organizations in the past had provided the background for political careers of various provincial leaders, and in the Dominion field of the late Hon. Mr. Motherwell and of Hon. Charles Dunning and Hon. T. A. Crerar.

CCF Reconciliation

If in Ontario Mr. Drew can accomplish a similar transfer of leadership to himself that fact will have important political repercussions. While it would not be correct to say that the various provincial farm organizations of Ontario and of the west have political affiliations, it is a fact that such organizations, and the Canadian Federation of Agriculture, seem to be providing the background for political careers for some of their leaders in the CCF party, and that an effort is under way to reconcile the ideology of the CCF party and that of the agricultural organizations.

In fact the name of the party is based on the existence of agricultural co-operative organizations. In the recent Parliamentary by-elections in western Canada the successful candidate in Selkirk was the late president of the Manitoba Federation of Agriculture, and in Humboldt, a former director of the Saskatchewan Wheat Pool. Several leaders of the Ontario organization are desired for, if they do not yet themselves desire, CCF nominations in the next Dominion election.

But it may be that the Ontario provincial premier is now going to put himself at the head of agricultural discontent in Ontario, just as Mr. Bracken did in western Canada. It is not impossible that, as the result of the deliberations of his committee, Mr. Drew will find himself leading an Ontario agricultural delegation to interview the Dominion cabinet, just as Mr. Bracken did. If Mr. Drew obtains anything like the same degree of recognition in this connection that Mr. Bracken did, there may be important political effects on the selection of candidates for the next Dominion election, and the nature of the next campaign in rural constituencies.

Child Of Your Brain

Can you recall the ambitions you cherished when you first established your business or became a top-flight executive?

How many times, since then, have you evolved ideas for the expansion of the business—"children of your brain", so to speak; and known the sheer pleasure of creative effort? True, some of the "brain children" may have died a-borning; while others have proven successful and are now part of the foundation and structure of it.

But you have not stopped progressing. On the contrary, you are ceaselessly striving for greater achievements—which is as it should be—because progress is never static.

In the course of your thinking, how many times have you considered advertising and its forceful aid to developing sales?

How often have you looked at a competitor's advertising and wondered whether he had done a better job than you—publicity-wise? If you thought he had, the reflection may not have been pleasant at the time; but it is worth recalling, because it is always possible to improve upon one's advertising.

Advertising should never be static. Constant striving is necessary to achieve perfection. This is not to assert that I, or anyone else, will ever achieve perfection, because perfection itself is a continuing process—the challenging goal and inspiration of all good craftsmen.

Factors that enter into the striving after perfection are sound planning, creative ability, technical knowledge and mechanical facilities. And above all, the willingness and capacity to stick at it. Big, successful advertisers all grew up. They didn't start "big".

Ideas are all important; but they must be practical. That's where experience counts . . . otherwise vast sums of money can swiftly be wasted. Technical knowledge and mechanical facilities are important, too. It costs almost as much to produce a poor job, as it does a good one. Many a well-planned campaign has been ruined because of cheap work, (I use the word "cheap" in its nasty sense). . . the advertiser has insisted on saving money at the wrong place.

The clearest understanding should exist between you and your advertising man as to the goal you are aiming at . . . and how much it will cost to reach it. Otherwise, there will be disappointment on both sides.

But to get back to *your* business—your "brain child". It's refreshing to take stock occasionally . . . and to revive ambitions and enthusiasms.

• • • • •

So you won't mind my suggesting that if this advertisement stimulates reflection, you will in the process of your thought, consider the desirability of discussing your advertising with me. We may discover that we can work together successfully and improve upon your advertising.

I have never assumed the ability to tell a man how to run his business. Neither do I pretend to do sales research work, or set myself up as a merchandising expert. But I am competent at my business—which is planning and creating advertising.

I have had a wide experience covering thirty years of work in Canada, United States, Great Britain, France, Germany, China, Japan and Russia, involving the spending of over eleven millions of dollars for clients. That counts for something.

So, if you decide to see whether by working together we can give "birth" to some lusty "brain children", I shall be pleased to hear from you. I have no salesmen out drumming up "leads" because it is hardly to be expected that any man will plunge into discussion of a change in his advertising policy without premeditation.

Because you invite me to call and talk matters over doesn't imply an obligation to do business. It's always a pleasure to talk with a successful executive and part with healthy, mutual respect even though business does not result immediately.

Thornton Purkis

330 BAY STREET, TORONTO
ADEL. 6221

Amic Mica Mines Raise Production

Discovery for the first time of large size mica in the No. 2 Dyke of the Eau Claire mica mine has been made by Amic Mica Mines, its manager at Bonfield reports. It is said that this development should be of great importance to the mine from a profit-making point of view, should the discovery prove to indicate substantial deposits.

It is also announced by the company that E. G. Kelly has been appointed manager of Mica Laurentian Mine, the holding company owned by Amic Mica and which operates the Simard & McGie Mines in Quebec. Full production has been held up here due to difficulty of obtaining labor and machinery, but preparation for entering into enlarged production has been going ahead. The facilities of the Mica Co. of Canada plant are also being enlarged to handle the increased demand.

Amic Mica is reported fully financed and it is stated payment has been received for all outstanding options. Both subsidiaries have been paid for in full, and the company is operating at a profit, employing, with its subsidiary organizations, 115 people in the mining and manufacturing of mica, it is reported.

Heavy Advertising Gain Complicates Paper Plan

An indication of the operating problem confronting the daily newspapers in the United States appears in the August advertising linage comparison of 52 cities, compiled by Media Records Inc. and reported by Editor and Publisher. With newspapers under WPB orders to restrict their use of print paper by more than 10%, advertising volume for August was 19.2% up over the figures for Aug., 1942. In July the gain over last year's total was 15.3%, owing to a steady increasing demand for daily newspaper space.

On the year to date the totals for the 52 cities are 12.8% ahead of the first eight months of 1942—a comparison which underlines the inability of publishers to remain within the print paper quotas set by the War Production Board.

Bidgood Kirkland Mines' president, W. J. Lawson, has reported that the raise from the 1,525-ft. level has reached its objective at 1,275 ft. and timbering has been nearly completed. A station is to be cut immediately at the 1,400 ft. horizon and cross-cutting toward the ore, which lies some 100 to 150 ft. away, is expected to begin in about two weeks.

NEW APPOINTMENT

E. C. Reed, who has been appointed merchandising and copy chief of Ronalds Advertising Agency Ltd., Montreal.

Labor Problem Still Unsolved

Royal Inquiry Absolves Price Bros. & Lake St. John Power & Paper

From Our Own Correspondent

MONTREAL.—Price Bros. & Co. and Lake St. John Power & Paper Co. are absolved of blame for precipitating or prolonging the strikes in their mills early this summer, according to the report of the Royal Commission appointed to investigate labor difficulties in the Lake St. John district. At the same time the report of the Commission does not clear up the status of the claims of rival unions.

Release of the report was held up by Labor Minister Edgar Rochette until the jurisdictional vote had been taken in the Jonquière, Kenogami and River Bend mills of Price Bros. and the Dolbeau mill of Lake St. John Power & Paper.

The vote, boycotted by the majority of American Federation of Labor Union members, resulted in large majorities for the National Syndicate Unions but showed a large percentage of nonvoters. The AFL executive asked their members to refrain from voting, claiming the ballot should not be taken until termination of their existing contract as sole bargaining agent for employees of the mills.

Advocating legislation restraining employers from making arbitrary distinction between workers by reason of their belonging "to one union or to another, or to none at all," the Commission report made these recommendations:

1. That no collective agreement be made for a term of more than one year.
2. That no renewal or extension of an agreement be made except in the same manner as the original agreement and subject to the same essential conditions.
3. That in every plant, governed by collective agreement, a grievance committee be set up to supervise the carrying out of the agreement on which the committee of the various workmen's associations which took part in negotiating the agreement would be represented.
4. That every collective agreement contain a compulsory arbitration clause for the settlement of any difficulties arising while the agreement is in force.

Distillers Corp.-Seagrams reports that during August 115 shares of the company's preferred stock were purchased and cancelled on account of sinking fund. Preferred shares outstanding at the end of the month totalled 151,373.

RURAL COVERAGE

The Family Herald and Weekly Star is completely national in coverage. It reaches 300,000 top-income rural homes each week from Halifax to Vancouver. Because of its three-times-a-week printing schedule, its speedy, reliable news coverage and its years of useful service to the farmer, it has earned for itself the title of Canada's No. 1 farm magazine.

Right now it is the logical medium for any advertiser with a sales message to Canada's farm audience. Despite lack of merchandise, keep your name and product alive for that tremendous backlog of purchasing power to be released after the war.

•

Family Herald and Weekly Star
CANADA'S NATIONAL FARM MAGAZINE
MONTREAL CANADA

Chamber of Commerce Supports Price Ceiling

The Canadian Chamber of Commerce, over the signature of its President, R. P. Jellett, wired the Prime Minister urging continued stabilization of the cost of living under the maximum price regulations of the WPTB.

"If we are to maintain a sound home front," said President R. P. Jellett, in a recent statement, "courageous and increased efforts are necessary to maintain the price ceiling."

"Despite the fact that the earnings of many businesses are being squeezed between rigid ceiling prices of goods and a rising floor of costs," continued Mr. Jellett, "we are acutely conscious of the dangerous results of any relaxation of those wartime controls which keep the cost of living from soaring.

"Over the coming months we see a more intense shortage of civilian goods, yet we do not believe that there will be any contraction in the purchasing power of the people. Consequently, if increasing pressure against the price ceiling is intensified further, we fear that prices will get out of hand and the present equalization of civilian sacrifice will be upset. War costs will rise and the heady effect of swirling prices will undermine Canada's effective anti-inflation program.

"It is realized that the maintenance of rigid ceilings may be generally irksome and, in a few cases, individually inequitable. Yet these disadvantages seem small in comparison with the destructive effects that would be brought about by a rise in the domestic price level."

"Therefore," concluded Mr. Jellett, "in view of the fundamental advantages to all citizens of the present stabilization of prices, we again urge that all necessary steps be taken to assist the WPTB in its work so that our civilian population may share and share alike in the distribution of scarce supplies."

See Early Finish of Harvest Aiding Packers' Labor Problem

Although meat packing interests are still anxious about the supply of skilled labor to handle the autumn run of western hogs, they are more hopeful of the situation than a few weeks ago.

The recent freezing order affecting men in high priority industries will check the drift from the packing industry, and the co-operation of the Department of Agriculture and National Selective Service in directing others where needed is expected to have good results.

Another factor to which considerable importance is attached is that in many areas of the West, harvest will be finished soon. This will release numbers of farm workers to help in the packing plants. This type of labor is greatly valued by the packers because, while not exactly skilled labor, they possess a certain amount of knowledge, are interested in the work and adapt themselves readily under direction of skilled operators.

Supply of hogs this year is estimated about 20% higher than last. The western hog producers, while shipping throughout the year, usually do their heaviest marketing from the beginning of October to the end of December. Most western hogs are killed in the West but some are brought down East for processing.

Last year in the three months from Oct. 1 to Dec. 31 there were over 1.1 million hog carcasses graded in the four western provinces, about 43% of the years total for that area and about 18% of the total for all Canada.

Toronto Shipbuilding Costs Claimed High

OTTAWA.—Change in management of Toronto Shipbuilding Co. recently was because of dissatisfaction with production and costs, The Financial Post is informed.

President Gordon C. Leitch and the existing directors of the company remain unchanged, but General Manager H. R. Carlson and others associated with him in the active management of the company are replaced by the Redfern Construction Co. which has been given the job of management. Appointments at the operating level will be made by the Redfern Co. to replace those who have been retired.

GOVERNMENT
AND
CORPORATION
SECURITIES

A. E. AMES & CO.
LIMITED
Business Established 1889
TORONTO
Montreal Winnipeg Vancouver Victoria
New York London, Eng.

Windsor's Finest
325 Fireproof Rooms
Spacious Sample Rooms
Cafeteria and English Grill
RATES
From $2.00
P. D. NORTON
Pres. and Mgr.
HOTEL NORTON PALMER

Attack—
The Final Sequence of Orderly Preparation

VICTORIES are not being won these days by impetuous and haphazard manoeuvers. Back of wise attacks lie definite, quickly-available information, carefully planned strategy and the implements of men and materiel to make them successful.
Attacking business problems effectually requires these same preliminaries of planning and organization. Is your office equipped to create that harmony, co-ordination and "finger-tip" control essential to the successful crowning of your efforts?
A survey of your office armour may reveal a drag, a snag or a loophole. Repair it now!

Makers Since 1888
FILING SYSTEMS and OFFICE EQUIPMENT
THE OFFICE SPECIALTY MFG. CO. LIMITED
HEAD OFFICE AND FACTORIES: NEWMARKET, ONTARIO
Branch Stores In Canadian Cities From Coast to Coast

STEEL CASTINGS for The AUTOMOTIVE INDUSTRY

To stand the gaff of hard day-in and day-out operation over good roads and bad . . . during Winter freezes and Summer scorches . . . mobile equipment calls for steel castings as close to ultimate perfection as it is humanly possible to produce.

HULL STEEL CASTINGS FILL THAT BILL

From Canada's most modern foundry come automotive castings of lab-tested steel that stand up to every specification known to steelmasters. Advancement in production processes has resulted in castings of such close tolerances as to reduce, and often eliminate, the time and cost of machining.

Call Hull for quotations — and for guaranteed delivery dates

HULL STEEL
FOUNDRIES LIMITED
HULL QUEBEC

Postwar Settlements

U.K. War Debts Impose Big Task

May Call for Allocation of Export Priorities

While the devices of Lend-Lease and Mutual Aid serve to assure to a certain extent that the ultimate settlement of the colossal transactions taking place under these heads will not be allowed to injure the equilibrium of international trade and payments or the progress of economic recovery, nevertheless these do not cover the whole of inter-Allied payments and obligations arising out of the war. This is the opinion of The Economist, London.

Since the beginning of the conflict Great Britain has been in process of building up the largest external debt accumulated by any belligerent—not even excluding Germany and its clearing debts.

Source of Debt

This debt represents the sterling assets which other countries have acquired as a result of their trade and other transactions with the U. K. ; and part of the overseas disinvestment, much of which represents loss of gold and marketable foreign investments, especially between 1940-1942.

The bulk of Britain's war debt proper—the sterling accumulating in the countries to which Britain is for the time being in debt on current account—is owed to Empire countries, themselves in the sterling area, who will likely leave the temporary surpluses of their balances of international payments as balances and short-term assets in London. The following table shows these sterling balances and assets for latest dates available:

	£000's	Date
India	500,000	July 16, 1943
Eire	121,458	Mar., 1943
Canada	157,300*	Aug., 1943
Egypt	71,200	Dec., 1942
Malaya	58,000	July, 1941
Australia	64,000	May 31, 1943
New Zealand	34,000	Feb., 1943
Argentina	17,500	Dec., 1942

*Interest-free loan.

In addition there are the amounts held for various colonial currency boards and those accumulated in special accounts and those being held for countries in the Middle East. The total of such sterling indebtedness easily exceeds the £1,000 million mark.

Furthermore, the total is still growing.

Debt to India

Sterling owed to India increased by £227 millions during the 12 months to July 3, 1943. During the same period, however, the long-term Indian sterling debt was repaid to the amount of £105 millions.

Accuracy and efficiency of Canadian army gunners has contributed much to their success. Here a Western Canada field battery works near Nissoria, Sicily.

Since this brake on the accumulation of sterling resources by India has now been virtually removed, and provided there is no alteration in the Indian and U. K. governments, these sterling assets piling up to the credit of the Reserve Bank are likely to rise by an annual increment of about £300 millions. It should be pointed out, however, that India's total sterling assets cover the reserve for its note issue, which is unlikely to be withdrawn.

Likewise Eire's claims represent in part the reserve for legal tender notes and the excess of the Irish Banks' U. K. assets over U. K. liabilities. This surplus can hardly be regarded as "bad money."

The bulk of Egyptian sterling assets is also the backing for the note issue.

Australian and New Zealand sterling assets simply signify financial recovery in these two countries and that a reasonable reserve of London funds against the inevitable fluctuations of their overseas payments account has been restored.

Serious Problem

Although much of this debt is not in a dangerously liquid form, enough of it is potentially mobile to create a serious problem from the standpoint of postwar exchange stabilization. For instance, a financially autonomous India might show a strong and inconvenient preference for gold rather than sterling as backing for the rupee note circulation.

Great Britain in the role of an uncovered debtor on short-term account, therefore, will be part of the conjuncture with which the world will be faced at the end of the war. Its implications should be faced now.

The problem is considered in the British, American and Canadian schemes for postwar exchange reconstruction.

Both the Keynes and White plans propose to deal with this question as a single problem of "abnormal balances" and to provide for its solution by means of their respective international clearing organizations.

Keynes Suggests

The Keynes plan suggests that, for a transitional period, foreign balances accumulated during war should, through the aid of the Clearing Union, remain liquid and convertible into bancor by the creditor country., while there would be no corresponding strain on the bancor resources of the debtor country. Coming from the principal debtor, this is perhaps asking rather a lot. Moreover, it might frighten and deter the likely surplus countries on which the immediate task of liquefying these debts would fall.

The White scheme suggests transferring the abnormal balances to the Stabilization Fund and that they then be repurchased—40% by the creditor, 40% by the debtor—over a period of 20 years. Both creditor and debtor will pay charges in gold at 1% per annum on the balances still to be purchased by them.

The Canadian experts' proposals are rather less sweeping. They suggest that for two years the Union should have the right to purchase abnormal balances held within its membership to amounts not exceeding 5% of the quotas of all member countries. After two years a more permanent plan for the gradual liquidation of these balances would be introduced.

A Variegated Debt

That these abnormal sterling balances are far from homogeneous creates a special problem. Those in Australia and New Zealand will in the ordinary course remain in London as a sterling reserve against fluctuations in their overseas payments; those held on South American account may come in useful in debt negotiations with those countries concerned. Canada's and India's debts are in a class by themselves.

For this reason, therefore, it follows that the problem of these abnormal sterling balances could best be tackled by separate agreements with each country concerned. Although a less orderly method of approach, it would certainly be more realistic.

Concerning India, it is a fact that as a result of the generosity of the financial agreement between the U., K. and Indian Governments — which has led to the present enormous British debt to India—it has not only revolutionized the debtor-creditor relations of the two countries, but it is bestowing on India one of the most pronounced inflations experienced by any belligerent country. This debt, which at its present rate of growth may touch £700 millions within another year, may be reduced at war's end by further transfer to Indian ownership of British capital invested in India. For the rest there will have to be a funding arrangement allowing the British debt to India to be repaid over a number of years by means of an excess of exports to India over imports from that country.

A Hard Task

Britain's task in settling her debts will be no light one. After the war she will have been deprived of the greater part of the invisible exports represented by income on overseas investments and by merchanting activities. If, therefore, Great Britain is called upon to build up annual surpluses to the amount of £50 million or so, required to repay a war debt of £1,000 million over a period of 20 years, it will call for allocation of priorities to export industry on a scale which cannot be without effect on the level of domestic consumption. It will also require even stronger insistence on fair access to the markets of the world—especially of the new creditors—for British exports. If this can be obtained, the overseas claims on Great Britain will be a powerful factor in imposing a full employment policy on Great Britain; but it will be full employment on rather tighter belts than those the country would enjoy if there were no war debts to pay off.

Great Britain having accumulated the most extensive external debt by any belligerent country since the beginning of the present war is faced with an equally vast task when the time comes to settle them.

Already the Keynes, White and Canadian proposals have set forth various monetary suggestions. The Economist suggests that a realistic method would call for allocation of export priorities.

South. Canada Trend Better

August Earnings Improve but Cumulative Returns to Date Lower

From Our Own Correspondent

MONTREAL.—Southern Canada Power Co.'s revenues for August showed a more favorable turn, the surplus after dividends amounting to $4,114, as against $2,695 for the same month last year.

Gross earnings for both Aug. and the 11 months ended Aug., 1943 were on a somewhat lower basis than the comparative period for the preceding year. On a cumulative basis the reduction in expenses was more than offset by increased taxes, with the result that for the 11 months there was a surplus after dividends of $33,039, as against $113,771 for the same period of the preceding year.

August	1943	1942
Gross income	$267,705	$279,874
Less: Expenses	73,108	85,072
Taxes	73,512	74,308
Int., depr. & divds.	116,971	117,799
Surplus	4,114	2,695
11 Months Ended August		
Gross income	$2,954,094	$2,984,288
Less: Expenses	878,591	906,840
Taxes	755,909	677,343
Int., depr. & divds.	1,286,555	1,286,334
Surplus	33,039	113,771

Fenestra
STEEL WINDOWS

MAXIMUM DAYLIGHT FOR EVERY TYPE OF INDUSTRIAL PLANT AND FACTORY

Valuable Information on Request

CANADIAN METAL WINDOW & STEEL PRODUCTS LIMITED
160 RIVER ST., TORONTO 185 VAN HORNE AVE., MONTREAL

August Paper Sales Hold

From Our Own Correspondent

MONTREAL.—With operations at 70.1% of capacity, Canadian newsprint mills manufactured 259,612 tons during August, according to returns compiled by the Newsprint Service Bureau and the Newsprint Association of Canada. This contrasts with 262,323 tons in July and 253,239 tons in Aug., 1942.

For the first eight months of the current year the Canadian mills have produced 1,965,605 tons, or a decline of 8.7% from the like period a year ago.

Shipments have kept pace with production, deliveries last month totalling 260,792. This was about 20,000 tons less than the previous month, but was a little over 5,000 tons greater than a year ago.

To the end of August this year Canadian mills have shipped 2,001,434 tons, or 5.7% less than in the first eight months of 1942.

Newfoundland mills turned out 21,795 tons of newsprint last month, a drop of about 3,000 tons from the July production, but nearly 5,000 tons more than in the same month last year. This brought the cumulative production for the year to date up to 139,632 tons, or 27.4% under that for the same period a year ago.

Shipments from the Newfoundland mills last month totalled 27,079 tons, which shows a moderate gain over the same month last year and slightly under that reported for July this year. So far this year the Island mills have shipped 163,149 tons, as against 179,477 tons in August last year.

American mills reported a slight increase in production in August at 68,011 tons, but this was nearly 12,000 tons under the figure reported for Aug., 1942.

So far production of 548,383 tons this year is running 14.4% under that reported last year.

Five-year Plan Needed For Building—Mathers

Construction at the rate of a half billion dollars a year for five years after the war was seen as a prosperity requisite by A. S. Mathers, president, National Construction Council of Canada, in addressing Toronto Builders Exchange and Construction Association recently. The initial program, he thought, would include much of a backlog of $300 millions in war-deferred private projects and municipal public works.

The Council was now engaged in finding the answers to questions of where projects for a half-billion-dollar annual program would originate, he said, where they would be located and to what general types they would conform.

In co-operation with the Heavy Industries Federation and Dominion Mortgage & Investments Association, Mr. Mathers said, the Council was preparing to establish a joint headquarters committee and staff, and a regional organization, for representation of practically the entire capital goods industries organization of Canada in immediate planning for postwar reconstruction.

He remarked at one point that it had been established 20% of all industrial labor in this country normally is employed directly or indirectly in construction and said many economists agreed construction was a barometer of the business cycle.

Urging participation of all construction men in a speed-up of the planning and organization effort so that private enterprise may enjoy its proper status, Mr. Mathers referred to some of the problems which might be solved while carrying out large-scale construction programs after the war.

Stabilization was clearly indicated, he thought, for building trades labor which he said had the highest hourly rates in all labor ranks but the second lowest annual income.

Chief housing problem of the country is provision for a large segment of the community which cannot afford it, the NCC president offered, admitting as an architect that design has been at fault. Whether through one or all of standardization, prefabrication and mass production, it was up to the architects, engineers and manufacturers to remedy the defect, he declared.

THERE'S ANOTHER KIND OF ARMOUR

...Thin as a BUTTERFLY'S wing!

Modern armies require protection against more than bullets, bombs and shells . . . some of their vitally important materials and supplies must be armoured against the attacks of moisture, excessive dryness and similar destructive agencies. In many cases this urgently needed protection is effectively supplied by an armour-barrier which is as thin as a butterfly's wing . . . that armour-barrier is "Cellophane" cellulose film.

It's a fact that "Cellophane" is on active service with all branches of the armed forces. So well-known in peacetime as a popular packaging medium this thin, transparent film is now doing a tough job, and doing it well . . . replacing metal, protecting food, medical supplies and other vital materials. Indeed, so important are some of the wartime applications of "Cellophane" they can only be revealed after the war is over.

Today we are gathering invaluable experience in packaging under the rigorous requirements of war use. Tomorrow the knowledge gained through the development of these new applications suggests that "Cellophane" is destined to play a more important part than ever before in packaging for a world at peace.

Cellophane
TRADE MARK
C-I-L CELLULOSE FILM

CANADIAN INDUSTRIES C-I-L LIMITED

"FIRST IN IMPORTANCE

WHEN CONSIDERING WAR-WORKERS' TRANSPORTATION"

Nitro JOURNAL
August 4th 1943
Vol. 3 • No. 6

GAS, RUBBER SAVED BY WARTIME TRANSIT CONTROL

VALLEYFIELD-MONTREAL
4201

Pictured above are three of the coaches and five of the bus drivers who transport the employees to and from work.

★ Transit Control can easily be translated to mean the transportation of War Workers to and from their work in the best manner possible for everyone concerned, and *in the manner which saves the most rubber and the most gasoline. . .*

Here, at our Plant, has been set up a Plant Transit Office under a Plant Transit Officer. It is the responsibility of this Office to see that at all times every employee has adequate transportation.

First in importance when considering transportation are the Provincial Transport, since they carry the majority of our commuting employees. These buses operate on a schedule drawn up by the Transit Control Office and approved by the Management.

The above is an extract from an employee publication of one of the several plants of Defence Industries Limited served by Provincial Transport Company.

PROVINCIAL TRANSPORT COMPANY

PROVINCIAL TRANSPORT CO.
1188 Dorchester St. W. Pl. 7141
MONTREAL

Area Planning

Mid-Continent: Global Hub

Great Northwestern Plains Foresee Postwar Destiny

From Our Own Correspondent

WINNIPEG. — Devoted mainly to the same general types of production—grains, livestock and minerals —for the first time in its history, the great plains area of the northwestern section of North America is beginning to think and plan as a single economic unit.

A new North American continental conception — Mid-Continent — has been shaping in the minds of the men of the mid-west. A view that the great northwestern area plains should function as a single geographic and economic unit has grown up. It was given a spurt by the development of long-range, heavy load aircraft, the war-induced development of new sources of raw material in northern Canada, and the opening up of new roads and air lanes. Following in the wake of the midwest Global Air Conference held in St. Paul-Minneapolis recently, at which delegates from Edmonton and Winnipeg were in attendance, is talk of a similar air conference to be held in Winnipeg to stimulate interest in airport planning with a view to opening up Canada's great northwest.

Mid-Continent primarily is a geographic entity, a vast area between the Rockies of the west and the Great Lakes. The Mississippi drains it to the south. To the north it is crowded by the wilderness of the northern provinces and the northwest territories.

Mid-Continent is also an idea in men's minds; the idea of a new country whose destiny will be found in the years following the end of this war.

The area has no political shape, for it is sliced through by the Canadian-American frontier and criss-crossed by state and provincial borders. But in the planning of those whose minds hold strongly to the Mid-Continent idea, the political delimitations fade into relative obscurity.

New Hope

Until now, the political segments of Mid-Continent have gone their own ways. The war, and the new developments it has forced, however, has been responsible for a new approach to the chronic problems of the mid-west and a new hope that its periods of ups and downs, with the downs predominating, is coming to an end.

The two most important factors, closely related, are these:

1. The wartime spurt in development of long-range, heavy load aircraft and the war-proven feasibility of inter-continental, global air lines; and
2. The war-induced development of new sources of raw materials in northern Canada and the opening up of that territory by roads and air lanes.

As the geographic centre of North America, the mid-west looks for its cities to become the cross-roads of the global aerial lines linking the Americas with the cities of Asia and Europe. As the vast purlieu of America's last frontier — the great northern belt — it expects to tap the new riches of that newly probed country.

Sponsors of the Mid-Continent idea see the giant air transports coming into the airports of Edmonton, Winnipeg and Minneapolis with the frost of the Arctic on their wings and the sands of the desert on their wheels.

Global Air Conference

Recently in St. Paul-Minneapolis, a mid-west Global Air Conference was held to develop this idea. Delegates from Edmonton and Winnipeg and a score of mid-western United States cities and towns were called together to be told to "plan now" for the opportunities that postwar flying are felt bound to bring.

At the same time the Minnesota legislature appointed a Metropolitan Airport Commission to design and plan for a huge central airport for the Twin-Cities on an international scale, so that those centres will be ready when the air clears of flak to take advantage of its key position on the international air lanes.

In the mid-west south of the border they are convinced that global flying is going to come after the war in spite of all the political complications that cloud that prospect at the moment.

The big cities standing on the prospective air lines are the most interested — Minneapolis-St. Paul, Winnipeg, Regina and Edmonton. But the smaller points are awakening to the fact that they too have a stake. Where a town has industries, it is counting on having an airport which will give it the benefit of a feeder line to the main trunk air lines, both global and domestic. They count, in the U. S., on having airports to serve as stepping stones through the northwest for commercial planes and "aerial tourists" flying up into the new Canadian north country.

Canadian Cities Well Placed

If Minneapolis-St. Paul are in the position of a port of entry for postwar international air lines—a huge, inland port in the conception of the Mid-Continent planners — the cities of the Canadian mid-west hold no less strategic positions.

Planning on this side of the border has gone ahead more slowly; but it is going ahead. There is some prospect—still in the talking stage—of Winnipeg calling an air conference similar to that in the Twin-Cities. The idea would be the same: to stimulate interest in air-port planning, both in the big cities and the towns, so that they will be ready to go ahead with construction when war ends.

Edmonton has been given a global-scale airport for military purposes and is away to a good start. Winnipeg, Regina and other cities, however, have not done so well and there is a strong body of opinion behind the idea that they must be ready to expand their air facilities when the war ends.

Alaska Highway

If aerial transport figures principally in the postwar picture of Mid-Continent, roadways are not far behind. The Alaska Highway has cut right through a broad section of the new frontier country and has opened up new territory for development.

Those who have travelled the newly hewn road have not had to stretch their imagination greatly to picture new settlements springing up and growing along its course—new markets to be served through the cities of the mid-west.

Edmonton has a key position as a feeder point for this new artery. But other mid-western points fit into the picture. Early this month provincial officials from Manitoba, Saskatchewan and Alberta and the northwestern states attended a meeting of the United States-Canada-Alaska Highway Association to map their participation in the operation of the new highway.

Most important outcome of the meeting was a petition asking that a fund be set up to be used in the postwar period for the improvement and maintenance of roads in the prairie provinces which will link with the Alaska Highway. A whole network of projected roads was mapped by the Canadian and American representatives as a key to feeder lines in the postwar period. Trunk line of the feeder system is the Trans-Canada Highway running westward from Kenora, through Winnipeg, Regina, Calgary and Banff, Alberta, and the highway from Winnipeg to Minnedosa, Manitoba, up to Dauphin and onward to Yorkton, Saskatoon and Edmonton.

From Edmonton the highway to join the Alaska Road would run through Grande Prairie and up to Dawson Creek, B.C., or alternately, through Athabaska, Peace River and to Watson Lake on the Alaska Highway. American feeder lines would include the highway running north through North Portal, Sask., and through Coutts or Cardston in Alberta.

The northern development with its possible favorable economic repercussions on Mid-Continent is the principal external factor stimulating postwar planning. There are other, less evident influences.

Behind the scenes a Manitoba-Minnesota commission is seeking new uses for the products of the great plains and uses for products that have not yet been used in industry and commerce.

The possible commercial extraction of cellulose from the scrub poplar that grows extensively over the prairie country is one subject of investigation. Undoubtedly the industrial use of certain cereal crops—the practical extraction of industrial alcohol from wheat, for instance—figure in their probings.

It may be a year or so before the work of the commission is finished and its full findings published.

TCA Capital Setup Unchanged

From Our Own Correspondent

MONTREAL.—Official denial is given to reports that Trans-Canada Air Lines proposed doubling its capital—from $5 millions to $10 millions. At present all authorized capital is issued and paid up. In view of the company's growth, the report has circulated that capital would be increased.

Latest plan of expansion is on the Prairies, where TCA has been given a license to operate between Winnipeg, Saskatoon, Battleford and Edmonton. There are no definite plans as to when the service will start, it being necessary to have new equipment, etc., all of which is difficult to secure at this time.

Fifth Victory Loan

Be Ready to Subscribe Oct. 18—Nov. 6

CMA Works On Postwar

Will Submit Plan to Ottawa on Expanding Export Trade

From Our Own Correspondent

MONTREAL. — Recommendations will shortly be made by Canadian manufacturers to the Federal Government as to what should be done in regard to maintenance of Canada's export trade both during and after the war.

This decision was reached following a meeting held here by a subcommittee of the Canadian Manufacturers' Association and government trade officials. It was the view of the manufacturers that plans must be made now to develop postwar export trade and maintain such contacts as are now feasible. This is essential, it is felt, if postwar trade is to absorb any considerable proportion of the increased production capacity of Canadian manufacturing industry.

It was officially announced after the sessions that the meeting had been largely an exploratory conference to learn the existing policies being followed by the Department of Trade & Commerce and Canadian Mutual Aid Board. Beyond stating that results of the deliberations would be submitted in the form of a brief to the authorities at Ottawa, nothing was made public as to the conclusions reached.

Main Subjects Discussed

It was revealed, however, that the main subjects discussed were as follows:

1. Canada's official commercial representation in foreign fields, both now and in the future.
2. Operation of policy and detailed workings of the Canadian Mutual Aid Board, with particular reference to present contribution expected from Canadian manufacturers and the status it will give them in developing prestige in trade relations for the future.
3. Steps being followed to implement the newly announced plan for war supplies shipped from Canada to carry insignia consisting of a circled maple leaf and the words "Canada" in English, Russian and Chinese. Executed in red, blue and gold, the insignia will be attached to food supplies as well as weapons, vehicles, general equipment and other supplies. The CMA is cooperating in development of this plan.
4. Operations of the U. S.-Canada Joint War Aid Committee, formation of which was announced during the Quebec Conference.
5. Allocation of percentages of raw materials from production capacities, compatible with the needs of the war effort, to enable Canadian manufacturers to maintain at least token shipments of regular commercial exports to potential areas of postwar exports.

New Books

Social Change in Quebec

FRENCH CANADA IN TRANSITION: Everett C. Hughes. Published by the University of Chicago Press and W. J. Gage & Co., Toronto. Price $2.50 U. S. funds.

This is a book which should be "required reading" for those who would like to have a broader understanding of the social and economic changes now taking place in the Ancient Province. Many of the observations and findings are familiar to English-speaking people in Quebec, but this does not detract in any way from the value or timeliness of the survey.

The locale of the study is "Cantonville," a representative Quebec town of several thousand French Canadians, most of them recently come from the farm to work in industry. Mr. Hughes analyzes objectively and in detail the changes wrought in this small community "by the establishment of a number of large new industries, all started and managed by English-speaking people sent there for the purpose." The results are enlightening.

Mr. Hughes brings out two major points:

> He says, "The kinds of knowledge and the personal qualities stressed by the intellectual leaders of French Canada do not coincide with those of the economic system in which most urban French Canadians have to work. This is a situation favorable to a certain questioning both of the traditional leadership and of the disturbing new system."
>
> Secondly: "It is the fate of a minority people, no matter what may be the political system under which it lives, to have major changes introduced by cultural aliens . . . French Canadians are in the course of making their adjustment to the latest and, thus far, the most revolutionary of changes set going in their midst by their English compatriots. . . The present (change) moves masses of people from country to city, upsets the equilibrium of the classes, strikes at the very content and aims of education, and threatens a way of life that has, in the past, given comfort and deep satisfaction to its followers."

Robt. Mitchell Co.'s capital stock has been transferred from the Montreal Curb Market to the Montreal Stock Exchange. Listing covers 100,000 shares, of which number 72,400 are outstanding. The company has no funded indebtedness.

THE CHARTERED BANKS of Canada keep abreast of the Dominion's expanding needs.

Six times since 1870 the Bank Act under which the Chartered Banks operate has been revised by parliament—six times in that period the activities of the banks have been carefully scrutinized by the people's representatives.

Every ten years the Bank Act has been thus revised. Each one of the six decennial revisions has contributed much to the evolution of the banking system to meet the expanding needs of a developing Dominion.

In 1934 the sixth revision of the Bank Act was made. Fifty members of the House of Commons made up the committee, which examined witnesses—among them bank officers, government officials and reformers — and studied exhibits filed by various individuals and organizations. Findings were submitted to the House, and later that year the Bank Act was revised in many important particulars.

Through democratic enquiry and decision, the Canadian banking system has grown and been adjusted to meet the needs of the people, providing a depository for savings and a sound basis for Canada's free economic development.

THE CHARTERED BANKS OF CANADA

"Am glad you told me the men at Anaconda have forgotten that such a thing as a holiday ever existed. We out here know we'll be tough to beat if we keep getting such support at home."

"Tough to Beat . . . ?" "We Can't Be Beat!"

THAT'S the way we feel about it, Soldier! And we're glad *you* know that Canadian workmen today are working as they've never worked before, to make you and the men with you the best equipped army the world has ever seen!

Here at Anaconda we're turning out sheet copper, tubing, wire and rods in quantities that were undreamed of prior to the war. Not for roofing, or screens, or plumbing . . . civilians have willingly sacrificed these conveniences. Now it's copper for shell bands . . . brass for cartridge cases and time fuses, copper and bronze for essential parts of guns, tanks, ships and planes. Yes, Sergeant, there's an army of determined men at Anaconda and in other essential industries. They'll never let you down.

You'll get your equipment, Sergeant, the best there is. And between the men here at home and the men that you're with, there's no doubt . . . "We Can't Be Beat!"

ANACONDA Copper and Brass

WHERE COPPER SERVES

In a single furious minute of air combat, 50 fighter planes can shoot up more than seven tons of copper in the form of ammunition . . . Even the construction of a medium tank requires some 600 pounds . . . As a conductor of electricity, no other commercial metal equals copper — and electricity is vital to every phase of war production, transport, communications and supply. Paramount reason for this great, diversified demand is the fact that copper and its many useful alloys combine to best advantage the properties of high electrical and thermal conductivity, workability, strength and resistance to corrosion.

ANACONDA AMERICAN BRASS LIMITED
(Made-in-Canada Products)
Main Office and Plant: New Toronto, Ontario *Montreal Office:* 939 Dominion Square Building

Anaconda Copper & Brass

THIS IS CANADA . . .

THIS IS CANADA

A land of freedom, of comfort and prosperity, of opportunity . . .

YOUR HOME IS CANADA TOO

A corner of the land, a trim house and garden, or, perhaps, a farm . . .

YOU AND YOUR WIFE ARE CANADA

Yes, you are Canada . . . living, working and thriving in this land . . .

YOUR NEIGHBOURS ARE CANADA TOO

More than 2,668,710 families live in Canada. Here they have made their way, established their homes...

AND INTO 1 OUT OF EVERY 2 HOMES . . .

Canadian magazines go regularly, entertaining, informing, advising, inspiring, and activating . . .

5,000,000 READERS

Canadian Homes
Home Journal
Chatelaine
La Petite Revue
Moderne
Maclean's
Mayfair
National
New World

More than 1,417,888 Canadian magazines, each read by about 4 people, are taken into 4 out of every 5 urban homes in Canada every month.

These are the homes with extra buying power.

These are the homes of people who exert great influence on the habits and opinions of their community.

Your advertising in Canadian magazines will live longer in these homes—will give you better reproduction of your product.

THINKING CANADIANS READ CANADIAN MAGAZINES

In them, they find the entertainment they seek, as well as fundamental information and studious thought as to the course of national events, written by authorities with whom they are familiar, and in whom they have confidence.

NATIONAL COVERAGE —LOCAL INFLUENCE

Canadian magazines deliver your advertising message from Coast to Coast—yet reach into every community with powerful local influence.

LOWER COST

In no other medium will your advertising dollar go as far, live as long, reach as many or buy as much, as it does in Canadian magazines.

Ask your Advertising Agency for the complete magazine story

MAGAZINE PUBLISHERS ASSOCIATION OF CANADA

This Campaign Sponsored by

CANADIAN HOMES & GARDENS . . . CANADIAN HOME JOURNAL . . . CHATELAINE
LA PETITE REVUE . . . LA REVUE MODERNE . . . MACLEAN'S MAGAZINE
MAYFAIR . . . NATIONAL HOME MONTHLY . . . NEW WORLD *(Illustrated)*

Mining

Holding Issues Now Favored

Chalk Up Better Gains Than Golds and Base Metals

Impressive gains averaging 75% have been marked up by shares of Canada's leading mining finance companies since Jan. 1. The gain by this group has far surpassed the movement in gold or base metal averages as recorded on the Toronto Stock Exchange.

What is behind this situation, and its significance from the standpoint of the investor, is reviewed in an accompanying article. A new era for holding companies may lie ahead, it is thought.

By GORDON M. GRANT

For years shares of mining, finance and holding companies have been almost "accepted" as a drug on the market. They have been sedulously avoided by both speculators seeking market action and investors looking for substantial income. And history, it must regretfully be acknowledged, has all too often shown their judgment to be correct.

But since the first of 1943 the old order has changed and the holding company — previously despised in many quarters—has started to come into its own as a market favorite. The groundwork behind the transition — the building up of impressive portfolios of dividend-paying shares —has been laid over a period of years, but it has taken the market move of 1943 to reflect it in share values.

Statistics Show Situation

A few statistics quickly show how the wind has been blowing: how the holding companies have apparently excelled other mining groups in price movements this year.

Market movements of nine leading Canadian mining holding companies — Ventures Ltd., Anglo-Huronian, Mining Corp. of Canada, Proprietary, Nipissing, Castle-Trethewey, Premier, Coniagas, and Transcontinental Resources — have been strongly upwards. This is what has happened:

Of the nine, three — Anglo-Huronian, Proprietary and Castle-Trethewey — have more than doubled in price.

Of six remaining, two — Mining Corp. and Coniagas — show gains of better than 80%.

Of the balance, only one shows a gain of less than 60%, i.e., 57.4%.

Current prices of the nine issues with percentage gains are as follows:

	Current Price $	Gain Since Jan. 1 %
Proprietary Mines	9.60	121.1
Anglo-Huronian	6.50	116.7
Castle-Trethewey	1.15	113.0
Coniagas Mines	1.40	86.7
Mining Corp. of Can. .	2.25	84.4
Transcontinental Res..	.61	65.3
Ventures Ltd.	7.25	64.8
Premier	1.10	69.2
Nipissing Mines	1.81	57.4

From this, it appears that on the average, leading holding company stocks are now selling roughly 75% above their prices as of Jan. 1, 1943. That gain is much greater than for either the gold or base metal groups as indicated by Toronto Stock Exchange averages. During the same period TSE index of 20 golds showed a rise from 72.12 to 100.92 and for 10 base metals, from 64.19 to 75.09. Increases were 39.1% for golds and 17% for the slower-moving base metals.

Thus, even the golds, which had by far the larger increase, experienced a gain little more than half that of holding companies.

Kerr Helps Anglo-Huronian

Almost all of the leading holding companies have "cashed in" on past good judgment to achieve their fine 1943 showing. For instance, Anglo-Huronian's substantial rise of 116.7% may be traced to the equally marked rise of Kerr-Addison and Proprietary Mines, in both of which a substantial interest is held. The interest amounts to control in the case of Proprietary which itself is a large Kerr shareholder.

Proprietary Mines, with a share of Kerr behind each of its own shares, has closely parallelled Kerr-Addison's rise on the stock market. Directors have not only retained the holding of over a million Kerr-Addison shares intact but have even added to it by purchases on the open market. Perhaps they believe in the old adage of putting all the eggs in one basket and then watching the basket.

Omega is Castle Aid

Castle-Trethewey's rise does not wholly reflect an increase in the higher grade portfolio items the company is known to possess. Perhaps the main factor, carrying the price higher, has been the new high-grade ore found at Omega Gold Mines which Castle controls.

Coniagas shares appear to have enjoyed a healthy price move following an extended downward price movement.

Rise in the price of Mining Corp. of Canada shares by 84.4% is chiefly attributed to progress made by Normetal Mining Corp. in which nearly 2.4 million shares are held and to the increase market value of 112,500 shares held in Kerr-Addison Gold Mines. These two factors were considered much more important than temporary closure of Jerome Gold Mines due to war conditions.

Ventures Ltd. with a rise of 64.8% is considerably behind leaders Anglo-Huronian and Proprietary Mines. But the reason isn't hard to discover; it is no reflection on progress made by Ventures. A base metal issue — Falconbridge Nickel Mines — forms a large part of the Ventures portfolio and base metals haven't been as active marketwise as some of the golds.

Besides this, Ventures has been concentrating on the opening up of war metals — and this may not have been quite as profitable on occasion as purchase of gold mine shares. The company, with prospects like La Luz Mines and Beattie, appears to have chances of greatly augmented earning power ahead, however.

Better Conditions Help

Premier, Nipissing and Transcontinental Resources, have favorable developments to assist their market rise. Premier has begun to see the world shipping situation better itself, improving the outlook for its far-flung gold mining empire.

Nipissing experienced an important fillip resulting from the discovery in drilling of higher grade ore at Beattie Gold Mines (in which a substantial interest is held.) But this discovery has been tempered by shaft troubles which Beattie is working to overcome.

Transcontinental Resources has witnessed the consummation of financing plans for Steep Rock Iron Mines of which it is a substantial shareholder. It has also undertaken financing of drill exploration of an interesting gold prospect, Marbenor Malartic.

Only Big Ones Active

But not all the holding companies have been going up, and in this fact may lie the clue to the difference in performance of mining holding companies today and yesterday. Holding companies in the lower price bracket, chiefly companies with more limited financial resources, have been unable to pull ahead to any marked degree as yet. Bobjo, McVittie, Quebec Gold Mining Corp., Towagamac and several other mining finance companies in the lower bracket, have been unable to hang up gains of more than a couple of cents at best since the first of the year.

Springer Sturgeon and Northern Canada have been exceptions, posting up wide gains. Springer's subsidiary, Canadian Industrial Minerals, has been doing better.

Even where financial resources have been limited, however, it appears likely that a greater degree of price movement might have been possible save for government regulations and the manpower shortage which have placed an almost insuperable barrier in the way of any extended program of exploration. Apparently holding companies with interests in substantial producers are conceded the better investment and speculative opportunities just now.

Da-Kerr-Ad Consolidated Mines sold to Anglo Northern Securities, on Sept. 3, 100,000 shares at 5c. a share, 40,000 shares payable forthwith and balance of 60,000 shares within 30 days. In addition, an option was given on a further 400,000 shares at from 10c. to 15c. a share, payable at the rate of 100,000 shares every 75 days. Company incorporated June, 1943, with an authorized capital of three million shares of $1 par value of which one million are issued.

Advisory Com. on War Metals Closes Office

Outlook on Supply of Strategic Metals Better So Committee Disbands

Concrete evidence of the easier supply situation on most strategic and non-ferrous minerals is provided by the action of the War Metals Advisory Committee in closing its office at 350 Bay St., Toronto, and by a statement simultaneously released by the committee.

This statement, covering present supply, actions of the committee to date, and a suggested function for the committee in working out post-war rehabilitation as suggested to the Metals Controller, is as follows:

"The development of strategic minerals and base metals in Canada has, on the whole, been quite satisfactory. War developments have put definite limits on demands, and many of these demands are in the way of being met. Security will not permit a definite statement of those metals of which we have sufficient supply, nor of those metals in which we are still deficient, but it may be stated that fluorspar, beryllium, quartz crystals, vanadium and tin are still in fair demand.

"The War Metals Advisory Committee was set up by Order-in-Council P.C 3895, through the Canadian Institute of Mining and Metallurgy, to co-operate with Mr. Bateman, the Metals Controller, in the location and development of strategic minerals and base metals. The membership of the committee comprised the following people:

Central Committee

Robert A. Bryce, chairman.
C. C. Huston, secretary.
A. A. MacKay.
Professor W. G. McBride*.
Thayer Lindsley.
J. G. McCrea.
Colonel D. H. McDougall.
E. V. Neelands.
Balmer Neilly.
Leo H. Timmins.
*Deceased.

Associate Members

Dr. John A. Allan.
Dr. A. E. Cameron.
John Drybrough.
A. O. Dufresne.
Mrs. Viola R. MacMillan.
Dr. J. B. Mawdsley.
Dr. H. C. Rickaby.
Dr. John F. Walker.
Dr. W. J. Wright.

"An office was established at Room 805, 350 Bay St., Toronto, and an inventory made of the mineral resources of Canada. Only those minerals needed for war purposes were investigated.

Inventory Completed

"The committee has prepared this inventory, and in view of the better situation with regard to supply and the more closely controlled demands, has thought it best to curtail the expenditure of government funds on this endeavor, and has therefore, closed its office. Further enquiries as to the position of strategic minerals and base metals should be referred to the office of the Metals Controller at Ottawa.

"It is hoped that the committee will be made use of in the investigation and consideration of the best employment of the mineral industry during the difficult future of re-establishment and rehabilitation.

"The committee has addressed a memorandum to the Metals Controller outlining its findings to date as a result of its investigations and has presented certain recommendations which are now being considered."

The Week in Oils

From Our Own Correspondent

CALGARY.—Shell-Norman No. 1 at Jumping Pound, deepest test ever drilled in Canada, confirmed its Madison limestone objective Sept. 18 at a depth of 11,588 ft. At 8 a.m. the bit was at 11,596 ft., 8 ft. in the lime, with the crew preparing to run in for the initial cores from this formation.

In confirming the Madison, Shell Oil of Canada has secured its first prime objective in the Jumping Pound area—the proof that a limestone anticline actually exists. Whether the second prime objective—proving of commercial oil production in the lime—is to be achieved, is a question that the bit has still to answer.

The Jumping Pound test is located in L.S.D. 5 22-25-5w5, some 20 miles west of Calgary, about the same distance north and west of the most northerly Turner Valley oil wells. An oil strike at the well would have an important bearing on the Turner Valley "far north extension," scene of a wild drilling program in 1941 and early in 1942 that ended with the shutting down at depths as great as 9,200 ft. of some 10 wells because of the apparent great depth to the Madison lime.

It is interesting to note that Shell-Norman drilled only 88 ft. of Fernie shale, less than the usual Turner Valley section. The well penetrated a long series of Blairmore, broken by faults, topped the Dalhousie sand at 10,687 ft., repeated Dalhousie at 10,790 ft., went into Brown sand at 11,380 ft., and entered the Fernie shale at 11,500 ft. The Belemnite Conglomerate showed up at 11,543 ft., and the "Poker Chips" at 11,568 ft. The bit passed from Poker Chip to Madison, with no Chert detected. The surface elevation at Shell-Norman is 4,325 ft. above sea level, placing the Madison elevation 7,263 ft. below sea level.

• • •

Resume at Northend No. 1

Drilling contractor Newell & Chandler is preparing to transfer the heavy duty rotary rig, last used to drill Imperial-H.B. 14, to the Northend Petroleums No. 1 site, where it will be used to clean out the 8,949-ft. hole, run casing to the Madison lime, and carry the well to completion. The rig will be installed at Northend 1 during the coming week. This well has been standing 20 ft. in the lime at 8,949 ft. since last December, at a location on the "east side" a quarter of a mile east of northwest-H.B. 13 which has lime at approx. the same elevation as the Northwest well.

Under a recent agreement between the Northwest Company and Northend Pete, Northwest is making an interest-free loan of $35,000 for further work at Northend 1, the loan to be repaid from production. This agreement took effect when Northwest 13 developed oil production of 100 bbls. daily or more. The well actually developed 170-180 bbls. daily from the lower porous zone and is now testing after initial acid wash to the upper porous, with yield from both zones following the acid wash at the rate of 260-265 bbls. daily. This should be further increased by further acidizing of the upper zone, and the two zones of the main uplift lime found at this well.

• • •

Home Starts Its No. 16

Gradually extending its development program northward in Turner Valley, the Home Oil Co. has commenced its Home Millarville No. 16 well in L.S.D. 9 18-21-3w5. The well was spudded in by contractor Drilling Contractors Sept. 12, and drilling was proceeding below 564 ft. last weekend. The location is quarter of a mile due north of the Maryland Petroleums 1 producer and three-eighths of a mile northwest of British Dominion 5 producer, currently the most northerly oilwells in the field. The British Dominion 7 well is drilling quarter of a mile north of B.D. 5 and the same distance east of the new Home 16.

Northwest flank test Royalite No. 73 was spudded in Sept. 10 and last weekend was making hole below 595 ft. This well is located in L.S.D. 9 22-20-3w5, midway between Model Oils Nos. 1 and 2 producers and offsetting the Royalite 69 producer to the east.

• • •

Dry Well in Taber

Dominion Oil Co.'s Taber-C.P.R. No. 31-19b, quarter of a mile north of the Taber-Province 37-18b producer, is to be abandoned, it was announced last weekend. Drilling was carried to 3,243 feet. The upper Taber sand (Kirk-off sand) was drilled between 3,113 and 3,124 ft., with some oil showing but not in commercial quantity. The main Taber sand showed only one foot (3,168-9) at this well. Drilling was therefore carried into the Madison lime, this being topped at 3,230 ft. The lime was dry. The rig will be moved to a new location, to be selected by Saturday morning.

Imperial Clancy No. 1, southeast of Taber, has set 5½ in. casing to 3,122 ft. after running an electro-log. This well encountered the upper Taber sand at 3,092 ft., with but little porosity showing, and entered the main Taber sand at 3,122 ft. with excellent porosity and oil saturation showing in the core from 3,123½ to 3,125 ft., where drilling was halted. The hole will be drilled in after cement has hardened.

Mid-Continent Oil & Gas spudded in its initial two wells south of Taber this month. Mid-Continent No. 1, in L.S.D. 10 12-9-17w4, is now at 60 ft., while Mid-Continent No. 2, in L.S.D. 14 24-9-15w4, is at 40 ft. Due to shortage of water, progress is currently slow but water wells are now being drilled and the situation should be remedied in the very near future.

Inquiries invited regarding Canadian Industrial and Mining Investments. We specialize in the Dividend Paying Gold Mines and in new gold mining properties under present active and encouraging development.

A. E. OSLER & COMPANY

Established 1886 Members The Toronto Stock Exchange
Osler Bldg., 11 Jordan St. Phone ADelaide 2431

UNLISTED MINES

Inquiries Invited.

W. McKenzie & Company

132 ST. JAMES ST. W. •• PLateau 6685 •• MONTREAL

DEPENDABLY SERVING
in Canada's Mines

Westinghouse Dual 500 H.P. HW Motors operating hoist in an important strategic metal mine in Northern Ontario.

IN THE Production of vital war metals, Canada's mines never stop. Electrical equipment -- much of it Westinghouse -- is in constant use -- and that means that only well-designed apparatus with the utmost stamina could stand up under such severe service.

The long and intimate experience of Westinghouse engineers in the mining field, coupled with inherent Westinghouse quality, places Westinghouse in an enviable position to supply complete electrical equipment for every mining need.

Whatever your electrical problems may be, consult your nearest Westinghouse office. You are assured a specialized engineering service that knows the requirements of your industry.

CANADIAN WESTINGHOUSE COMPANY LIMITED
Head Office • HAMILTON, ONTARIO

Westinghouse

Sales Engineering Offices:
VANCOUVER, TRAIL, CALGARY, EDMONTON, REGINA, SASKATOON
WINNIPEG, FORT WILLIAM, TORONTO, SWASTIKA (Northern Ontario)
LONDON, MONTREAL, OTTAWA, QUEBEC, HALIFAX

Service and Repair Shops:
VANCOUVER, CALGARY, REGINA, WINNIPEG
TORONTO, SWASTIKA (Northern Ontario)
MONTREAL

727

A JAP BULLET

Couldn't knock it out!

During a battle between British and Jap pilots on a Far Eastern front, this Thompson sodium-cooled valve was pierced by a 25-calibre enemy machine gun bullet.

The sodium which is the coolant for the valve, drained from valve head and stem, through the bullet hole—and was blown through the engine exhaust.

Ordinarily, a valve with the sodium shot out of it should burn and cause trouble. Or the jagged edges around the bullet's exit point spread into wide cracks and cause the valve to break.

But the tough metal held intact! Had the valve head broken off it would have wrecked the engine and perhaps cost the life of a brave young pilot. The Thompson valve, without the sodium coolant, carried on for 110 more flying hours (approximately 30,000 air miles) before its condition was discovered during a routine engine overhaul!

Nineteen thousand Thompson war workers in all Thompson plants take pride in this story of a battle-scarred valve—graphic proof that their energy, craftsmanship and ceaseless endeavour are contributing much to the cause of freedom.

Fighting equipment, in any form, is made up of a lot of "little things" — essential parts. At Thompson plants, over a thousand different aircraft parts are being produced to unrelenting precision standards — as well as essential parts for army vehicles, tanks, guns — stamped with the character of the men and women who have made their creed, "Top Production for Victory."

The "Top Production for Victory" Drive Committee of

Thompson Products

THOMPSON PRODUCTS LIMITED • ST. CATHARINES, ONT.
Other Plants at Cleveland, Detroit, Los Angeles, Toledo and Euclid, Ohio

Mining INVESTMENTS

Canada is shown, by figures resed by the Department of Munins & Supply, to be turning out % of the combined nickel output the United Nations, 20% of the c, 12½% of the copper, 15% of lead, 75% of the asbestos and % of the mercury.

As impressive as these figures are, wever, certain others which have en released are equally signifint from the standpoint of how etals are being channeled into the ar effort—and on what backlog of mand is building up for after the ar.

Four of the most important nonrrous metals have had their civiln use cut to well below 10% of tal consumption, M. & S. officials timate. While Canada's output of uminum is now six times that of 939—and equals the entire world roduction of that year—only about % of our primary aluminum prouction is available for civilian conmption and even that is earmark for essential purposes. Some 96% es into direct war purposes and % into indirect war purposes.

Of refined copper production, 88% allocated to direct war needs, 9% es for indirect war purposes and ly 3% for essential civilian conmption.

Position of nickel is much the me; 90% goes for direct war uses, % for indirect war and 2% for esntial civilian uses.

Of zinc turned out, 87% goes for rect war uses and 6% for indirect ar purposes.

• • •

These figures indicate that civilns have been "cut to the bone" as r as use of these metals is conrned.

People who suggest that mounins of reclaimed non-ferrous metls will likely glut world metal marets after the war lose sight of two portant factors:

1. That a huge backlog of demand building up arising out of:

(a) Projects deferred due to the war; and

(b) A below-normal use of metals for repair and maintenance purposes.

(2) That reconstruction of devasted countries of Europe and Asia n be expected to provide a major arket for metals of all kinds.

• • •

Magnet Consolidated Mines, which nounced its decision to close its ine for duration last week, prodes interesting data on what may ppen to the market price of a gold ock when its mine is closed down e to war causes alone.

On Sept. 10, before the announceent was made, the company's ares were selling at 32c. a share id, offered at 38c. a share.

On Sept. 16—the day of the anouncement of the mine's closing—ares sold down to 30c. a share bid, c. a share asked.

By the close of Sept. 17, shares ad recovered and were selling at 2c. a share bid, 35c. a share asked. ince then they have dropped bew the Sept. 16 low.

While the company's shares have old lower, it is interesting to note e closure due to "war causes" does ot necessarily mean a precipitate ecline in a company's shares.

• • •

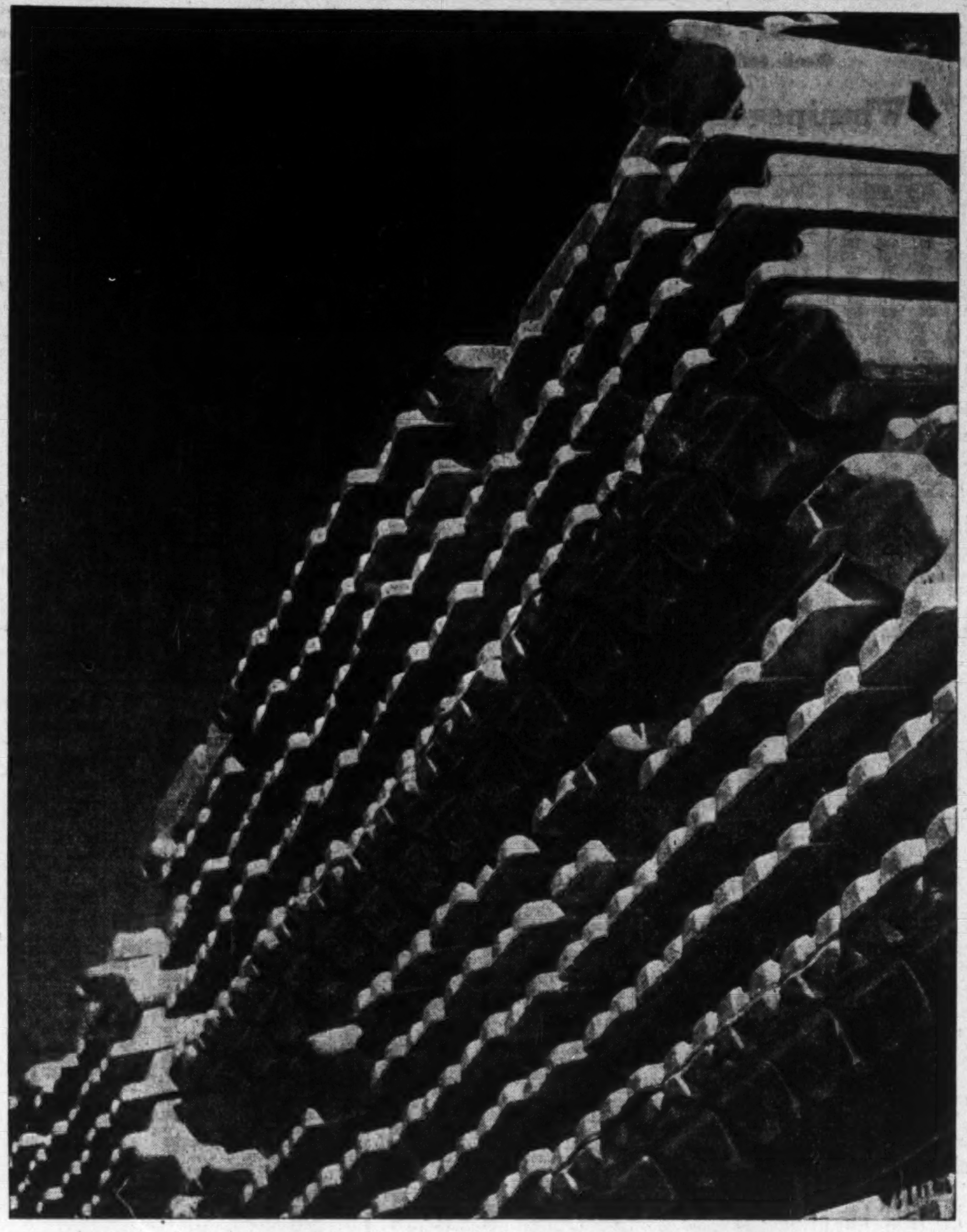
Several factors can be advanced—nd have been—as to why shares of old mines closed down may be orth more than those of the gold ines still open:

First of all, a mine which is very short of labor cannot possibly continue its normal exploration and at the same time continue its production program unchanged.

Secondly, profits are likely to be much lower due to the necessity of using unskilled help and because unit costs likely will be higher, treating a smaller daily tonnage.

Thirdly, the high taxes of wartime will remove a much larger proportion of profit realized (if any is realized) than would be the case if gold ore were to be removed in a period of more normal taxation.

Numerous other factors of the same type could be mentioned.



Never has Canada been producing so many vital materials, Aluminum, shown here in ingots, is not new but its output has grown to a formerly undreamed-of rate.

Bell Squelches Rumored Plans

The rumor has got abroad that J. P. Bickell, head of the Victory Aircraft Plant at Malton, which is making Lancaster bombers, and Ralph P. Bell, Director-General of Aircraft Production, plan to take over personally from the government the control (and that means ownership) of Victory Aircraft, together with the government plant making the Mosquito. According to Canadian Aviation, Sept., 1943, the rumor has been run to ground. Mr. Bell was asked straight out if there were any truth in the allegation.

Mr. Bell made an explicit statement that was forthright, emphatic and most explosive.

His answer was "NO!"

The editor of Canadian Aviation was informed that he might deny that there was the slightest truth in the rumor and was given an "off the record" explanation of how it got started and of who started it. In fact Mr. Bell showed correspondence which was most convincing as to the correctness of his view in this respect, according to Canadian Aviation.

Concluded Mr. Bell, "The thing that annoys me most about the rumor is that it is an insult to my judgment as a businessman."

Mining Concentrates

Aljo Mines agreed Aug. 5 to sell to L. L. Cook 500,000 shares at 5c. a share payable forthwith, and on the same date optioned to Bramwell Saywell 500,000 shares at from 10c. to 20c. a share, payable 50,000 shares after three months and 50,000 shares monthly thereafter. Company incorporated July, 1943, with authorized capital of 3.5 million shares of which one million are issued. Par value $1.

• • •

Alpha-Larder Mines has optioned one million shares to C. D. Child, by agreement Sept. 3, 400,000 shares at 5c. a share and the rest at from 7c. to 12½c. a share. One thousand dollars payable within 30 days, $1,000 monthly for 12 months and thereafter $10,000 a month. Company incorporated May, 1938, with authorized capital of 3.5 million shares, $1 par value, of which 1.7 million are issued.

• • •

Lake Ridge Mines, by agreement July 30, sold to Richard C. Paynter 30,000 shares at 5c. a share payable forthwith, and also optioned 470,000 shares at from 5c. to 10c. a share payable in rising monthly installments from $2,000. Company incorporated July, 1943, with an authorized capital of three million shares of $1 par of which 1.1 shares are issued.

• • •

Mascot Malartic Mines sold 10,000 shares at 5c. a share to C. M. Cook on Aug. 20, payable forthwith, and also optioned a further 917,500 shares at the same date, at from 5c. to 17½c. a share, payable in monthly installments of 25,000 shares after an original 10,000 within 30 days. Incorporated April, 1940, with an authorized capital of 1.5 million shares of which 500,000 have been issued.

• • •

Kayrand Mining & Development, by agreement Aug. 18, optioned to S. Taylor one million shares at from 5c. to 15c. a share, payable at the rate of 50,000 shares within 45 days and 50,000 shares every 30 days thereafter. Company incorporated Nov., 1937, with an authorized capital of 3 million shares of $1 par, of which 1.3 million are issued.

Election of Directors To Mica Co. of Canada

A meeting of the shareholders of Mica Company of Canada, held on Sept. 13, elected the following members to its board of directors:

NORMAN VINCENT, Toronto, president.

ROBERT HUGHES, GEORGE MEECH, both of Toronto; E. B. MANNING, WALTER C. CROSS, Ottawa; NORMAN BROOM, Massina, N.Y., general manager of Mica Co. of Canada (New York); E. LACHANCE, general manager of Mica Co. of Canada, Hull; directors.

Mr. Vincent, Mr. Hughes, Mr. Meech and Mr. Manning are all representatives of Amic Mica Mines, which now controls 90% of the outstanding preferred and common stock of Mica Co. of Canada. In view of the volume of orders that have been offered to this company, the new management decided to expand the business by authorizing some new expenditures and installing a double shift at the Hull plant.

Pacific Oil Opens Alberta Refinery

The Lethbridge Refinery of Pacific Oil & Refinery, capable of handling 1,500 barrels of crude oil daily, has now been completed and is in production. The new refinery is the result of extensive alterations and enlargements to the plant of the former Huff Refinery.

The plant is equipped to produce gasoline, distillate, Diesel oil, kerosene and fuel oil. Road oils and asphalt can be made when these products can be sold for civilian use. Besides its refining capacity Pacific Oil holds 5,600 acres in the Twin River and Del Bonita fields in Turner Valley. It owns a producing well in the Twin River field and controls the production of a well at Del Bonita. Holdings of 8,000 acres in the Taber area are also owned by the company.

A well has just been spudded in on the Twin River property and a well drilling on the Del Bonita property was down 4,200 ft. at last report.

Crude Production Down In June

Canada's output of crude petroleum and natural gasoline for June was down to 826,119 bbl. from 872,812 in May and 856,746 in June last year, according to figures published by the Dominion Bureau of Statistics. Production for the first six months of the year was also down as shown in the table below.

Consumption of petroleum fuels in Canada also showed a reduction for the half year though June figures showed an increase in 1943 over 1942, from 4.6 million bbl. in the latter year to 4.9 million in the former.

Canadian Output of Crude Petroleum
Six Months Ended June 30

	1943 Bbls.	1942 Bbls.
Alberta	4,867,491	5,944,482
Total, Canada	5,037,870	5,240,038

Canadian Petroleum Fuel Consumption
Six Months Ended June 30

	1943 Bbls.	1942 Bbls.
Gasoline	11,858,624	11,972,560
Tractor distillate	521,934	531,678
Light fuel oil	4,110,394	4,188,938
Heavy fuel oil	6,699,114	7,767,730
Total	23,190,066	24,460,906

Steep Rock Ore Assured Outlet

Sales and Marketing Plans for Premium Ore Near Completion

Programs for postwar sales and marketing, designed to assure continuing outlets for Canada's entire output of high grade iron ore from Steep Rock Lake, are now virtually complete, according to information made public by Cyrus S. Eaton, head of Premium Iron Ores, the Canadian corporation which has made the marketing surveys and will conduct actual sales arrangements for the Steep Rock output.

U. S. Can Take All Tonnage

"With the reservation that the Canadian iron and steel industry will have a prior call on this Canadian raw material, the postwar market in the United States can absorb all the tonnage which present production plans indicate that Canada will be able to supply," Mr. Eaton stated.

"Domestic reserves of high grade iron ore in the United States are shrinking at a record rate. Steel and mining companies are making exhaustive investigations to locate any new sources of these essential reserves. Those which are known are both insufficient and closely held. To meet this increasingly serious need, which will be intensified in industry with the return of normal competition, Steep Rock has so far been the only important new source of aid."

Double Qualities

Mr. Eaton stated that the Steep Rock ore is suitable for both open hearth and blast furnace use, and its freedom from impurities and high iron content make it a scarce and premium-priced item, with greater scarcity, rather than less, in the postwar prospect. Premium's market analysis also holds out the possibility that iron ore will go up in price after the war, and notes that Steep Rock ore will also command a substantial premium over this price.

Progress in development of the mine has confirmed expectations that the first ore will be shipped late next summer. Specially made equipment for pumping out Steep Rock Lake is expected to be delivered on time. Ore docks at the lakehead and CNR rail facilities will be ready for service when the mine gets into production.

It has been announced by Steep Rock that holders of voting trust certificates have voted for renewal of the Voting Trust Agreement for a further five years, and have also approved changing shares of the company from no par value to $1 par value. New share certificates will be issued upon delivery of the old to The Trust & Guarantee Co., Toronto, or to the National Central Bank of Cleveland.

New Development By East Malartic

Announcement of a million dollar development program to begin soon and to be spread over two years, has been made by East Malartic Mines. It will include sinking of a new five-compartment shaft opening up five new levels below the present bottom (10th), it is stated.

Other results of the development work will be opening of new ore and waste-pass systems, speeding up of development work to 3,000 ft. a month and the institution of a new crib-slot system of stoping. Object of the program will be to put the mine back in shape for production at the rate of 1,500 tons a day, twice the present milling rate.

The new shaft is expected to free 500,000 tons of ore which cannot now be mined with safety. For this reason the shaft will be dug on an inclined plane. It will be sunk initially to a vertical depth of 2,335 ft. and ultimately to 4,000 ft. On the assumption that the main and east ore bodies remain unchanged in dimensions, the five new production levels are expected to open up about 4 million tons of ore at a cost of 25c. a ton, it is stated. The east ore body is to be opened up on all levels between the 5th and 10th.

The new crib-slot stoping system, while more expensive, is expected to obtain better ore selection. Until labor again becomes plentiful profits will be a secondary consideration. If completed in two years, it is believed the new development program will result in development charges of $50,000 a month compared with $30,000 in 1942, and earnings $1.50 a ton after taxes are looked for at the 1,500-ton a day rate.

Labrador Search Reveals Iron Ore

Preliminary reports have been received on results of exploration on Hollinger's Labrador properties which indicate finding of new iron ore deposits which, together with those already located, give promise of the existence of an iron range or ranges of considerable extent.

These properties, held by Labrador Mining & Exploration, a Hollinger subsidiary, have been under investigation this summer by a group of some 30 geologists, engineers and prospectors. Besides the iron showings, it is reported that deposits of nickel, copper, zinc and lead have been indicated. The nickel showing was of good grade and, while not large enough for commercial development, gives reason to hope for further discoveries of commercial value.

Hollinger mining conditions are reported to have improved slightly allowing an increase in the daily milling rate to 2,700-2,800 tons daily compared with the recent low of 2,500 tons.

Maritime Tel. & Tel. Sets Station Record

Maritime Telephone & Telegraph Co. added another 298 stations to its system in July, bringing the number in service to the all-time high of 58,041. This compares with 55,719 in service at the end of 1942 and 51,434 at the close of 1941.

Pioneer Official Denies Eight Years' Ore Opened

In contradicting some "reports" that Pioneer Gold Mines had opened up $8 millions worth of ore in its No. 27 vein down to the 500-ft. level since its annual meeting—or enough ore to keep the mill running eight years—Managing Director Dr. Howard T. James reveals himself as something of a humorist as well as a capable mine operator.

Referring to the story and the present situation at Pioneer, Dr. James declares:

"That sounds like a Baron Munchausen story and should be repeated only with a proper degree of appreciation of the ridiculous. The next time you hear the story you will enjoy it more if you realize that this would all have had to be developed by two men and a boy since March 31, the end of our fiscal year—the two men being the maximum crew we have been able to put on development work since that date, and the boy being our one diamond drill runner, who works along cheerfully when he has a helper and struggles manfully when he is alone. (The labor shortage in B. C. mines is no myth, even if the newspaper report referred to is). You would have to realize further that the ore shoot would have to be 2,400 ft. long, since at Pioneer a 4-ft. vein is better than average and $20 a ton is considered reasonable value in any man's mine.

Explains Company Policy

"Seriously, however, I am concerned that such a story should be circulated with sufficient persistence to prompt your request for comment. The company has been particularly careful to give to its shareholders all pertinent facts which would be of assistance in enabling them to judge the value of their holdings. During the last two years, when new discoveries at their mine would be of greater relative importance than usual, details have been given of development results. By referring to the last annual report it may be seen that the "27" vein is a hopeful prospect for a moderate tonnage on the lower levels. Because of the shortage of men, which is very acute with us, it has been possible to do but an extremely small amount of work on the vein since the report was written. There is, therefore, no news from this quarter except that the little work which has been done has not altered the situation.

"Some few months ago the Eagle claim and Eagle Fraction were purchased from J. M. Taylor. These adjoin the main Pioneer claims to the north and cover a triangle of the green stone porphyry zone in which other Pioneer veins are found. We know of no commercial veins in this ground. It was purchased for its prospecting value. The south boundary of these claims is, however, within about 300 ft. of the most northerly heading on the "27" vein. It is a possibility, but not a certainty, that the vein will extend across the old boundary line. The company made no official announcement of this purchase lest undue significance be attached to it.

"Having been careful to give significant facts to our shareholders, and anxious not to give information which might be misconstrued, you will realize, first, that had there been any such favorable development at the time as rumor indicated our shareholders would have been advised and second, that we very much regret the circulation of such an unfounded rumor."

Newfoundland's Surplus Reduced

Revenues of the Newfoundland government for August have shown a decline over the same month in 1942, in line with the figures for the fiscal year to date. With expenditure at the same time on the increase the surplus for the month amounted to $700,000 as against $1.2 millions in Aug., 1942.

Revenue & Expenditure

	August 1943	August 1942	April-Aug. 1943	April-Aug. 1942
	($000,000)			
Revenue:				
Customs	1.1	1.8	5.4	8.0
Other	0.9	0.5	6.6	4.2
	2.0	2.3	12.0	12.2
Expenditure:				
General	1.3	1.1	6.3	5.6
Debt chgs.	..	..	2.4	2.3
	1.3	1.1	8.7	7.9
Surplus	0.7	1.2	3.3	4.3

PLAN AHEAD

The government of Canada has announced plans to finance much of the war expenditure out of current revenue. War taxes of various sorts are being imposed. To meet them the first step is to save systematically. Open an account with this Corporation and be ready when the government calls.

2% on Savings—Safety Deposit Boxes $3 and up —Mortgage Loans.

CANADA PERMANENT
Mortgage Corporation
Head Office, 320 Bay St., Toronto
Assets Exceed $62,000,000.

'DOMINION' Envelopes
OF EVERY DESCRIPTION
DOMINION ENVELOPE CO. LTD.
TORONTO
PHONE EL.7271
BRANCHES
MONTREAL WINNIPEG

OIL ROYALTIES
Bought and Sold
Inquiries invited
McDERMID, MILLER AND McDERMID Limited
Government, Municipal, Corporation Bonds.
202-525 Seymour Street, Vancouver, B.C.

name an experienced executor

EXPLAINING THE DIFFERENT METHODS OF LEAVING AN ESTATE SO THAT SHRINKAGE CAUSED BY THE NEWER TAXES AND DUTIES MAY BE LESSENED HAS BECOME A GROWING PART OF OUR DAY-BY-DAY WORK. INVESTIGATE THE PROBABLE EFFECT OF THESE METHODS AS APPLIED TO YOUR ESTATE. NO OBLIGATION ON YOUR PART.

Toronto Office
302 Bay Street

THE
TRUSTS and GUARANTEE
COMPANY LIMITED

1-43

executor and trustee since 1897

"Am I lucky!"

"IT'S a tough break to be disabled. While I may never earn another dollar, my disability insurance has come to my rescue. I get a cheque every month from the London Life.

"That cheque enables us to get by without making my wife and children bear the brunt of it all."

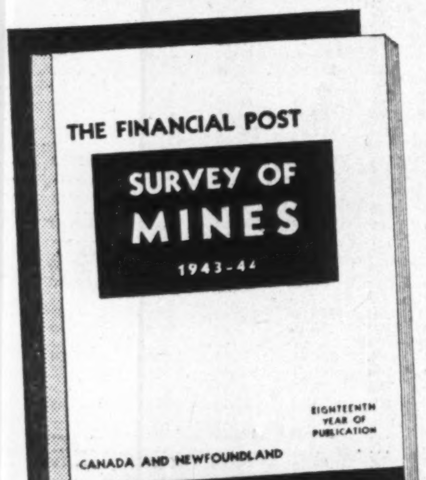
The additional cost of this disability benefit was only $2.00 a month. The policy was taken five years ago when he was 34. This year he gets—

Disability Income . . . $600.00
Premiums cancelled . . 240.90
Annual Dividend . . . 34.50

By age 65, if still disabled, he will have received $15,600 disability income and annual dividends for the 26 years in addition to the cancellation of premiums of $6,263 during the period. At age 65 his insurance would mature as an endowment and he would receive $10,000, the face value, in cash.

Disability coverage is vital and is available from this Company. It has been part of London Life service for the past twenty-five years and has "saved the day" for thousands of policyholders.

London Life
Insurance Company
Head Office - London, Canada


THE FINANCIAL POST
SURVEY OF MINES
1943-44
EIGHTEENTH YEAR OF PUBLICATION
CANADA AND NEWFOUNDLAND
THE MACLEAN PUBLISHING COMPANY, LIMITED
MONTREAL TORONTO NEW YORK LONDON ENGLAND

Coming Soon!
1943-44 EDITION

CONTENTS:
Share earnings and working capital.
Dividend history.
Price range of stocks for eight years.
Transfer agents; exchanges where stocks are listed.
The location of mines; maps of areas and properties.
The directors, officers and mine managers.
Up-to-the-minute data on new developments.
Complete record of production.
Ore reserves as estimated by managers.
Principal milling plants of Canada.

Investors, Mine Operators:
This handy volume will place up-to-date information right at your finger tips.
Over 200 Pages; Size 12" x 9". Price Per Copy Postpaid $2

Place your pre-publication order today and avoid disappointment.

• • •

READY IN NOVEMBER

—YOUR ORDER FORM—
THE FINANCIAL POST, Date ....
481 University Avenue, Toronto, Canada.
Send me postpaid..............copies of The Financial Post SURVEY OF MINES, 1943-44.
Herewith $ ....in payment.
Name ....
Address ....
.... 601

THE WEEK'S QUOTATIONS

Quotations here listed are the official stock exchange prices for listed stocks, including curb market quotations. For unlisted stocks, quotations by unlisted dealers are given. The Financial Post cannot accept any responsibility for these quotations.

Montreal and Toronto
Week ending Monday close

Winnipeg and Vancouver
Week ending Saturday close

WEEK ENDING SEPTEMBER 20

Range 1943 High	Low	Div R'te $	Sep18 Y'ld %		Sales	Last Sept. 13	Week end. Sept. 20 H	L	Cl'se
4.25	.59	.	...	Abitibi	13690	2.73	3.12	2.75	3.00
32¼	5	.	...	Do. pref. 6%	18109	27¼	32¼	26¼	32
60	12	.	...	Do. pref. 7%	55	60	60	60	60
11	8	.	...	Algoma Steel c	215	10¼	10¾	10¼	10¼
102¾	100	5	4.9	Alum. of Can. p	390	102	102	101¾	101¾
133¾	105¼	8+2	9.1	Aluminium, c.	388	108¼	109½	107¼	107¼
11	8¾	.60	5.6	Amal. Electric	10	11	10¾	10¾	10¾
25¾	21¼	1.40	5.5	Asbestos	862	25	25	24¾	25
21	10	1.25	6.2	Assoc. Brew.	123	20¾	20¼	20	20¼
110¼	109	7	6.4	Do. pref.	35	109¼	109¼	109¼	109¼
36	20	‡1.02	..	Assoc. T pref.	5	32	36	36	36
161	147	6	3.8	Bk. Montreal	139	159	160	156	156
259	223	10	4	Bk. N. Scotia	115	251¼	252	250	250
15¼	12	1	7.5	Bathurst Pr.	1070	13¼	13¾	13¼	13¾
3¼	1½	.	...	Do. (B)	50	3¼	3¼	3¼	3¼
20	14¼	1	5	Beatty Bros. A	165	20	20	19¾	20
11¾	9¾	.	...	Beauharnois	133	11	11	11	11
120	119	7	5.9	Belding Cort. p	5	120	119	119	119
160	140¾	8	5	Bell Telephone	473	158¾	160	158	158¼
9	6¼	.60	6.9	Biltmore Hats	10	8¾	8¾	8¾	8¾
8	4¾	.	...	Blue Ribbon	100	7	8	8	8
41¼	29¾	2.50	6.1	Do. pref.	110	40¼	41¼	40¾	41¼
17	10¼	.	...	Blue Top Br. B	96	13	17	16¼	16¼
28¼	14¼	.75*	...	Brazilian Tr.	11033	26¼	27¼	26	27
7¾	5	.50+.10	8	Brew & Distil.	40	7	7¼	7	7¼
22¼	17¾	1	4.4	Brit. Amer. Oil	1060	22	22¼	22	22¼
26	16	1.50	6.6	B. C. Packers	169	22¼	23	22	23
29	23	2	7.4	B. C. Power A.	330	26¼	27	26¾	26¾
5¼	2	.	...	Do. (B)	5817	3¼	4¼	3	4¼
17	13	.60	3.6	Building Prod.	360	16¾	16¾	16¼	16¾
7	2¼	.10	...	Canada Bread.	150	7	6¾	6¾	6¾
109¼	102	6	5.5	Do. pref.	10	109¼	109¼	109¼	109¼
58	40	2.50	4.3	Do. pref. (B)	10	53	58	58	58
8¾	4¼	.	...	Canada Cement	1310	8	8¼	8	8¼
106¼	92	5	4.8	Do. pref.	205	105	105	104¼	105
22¼	17¾	.80	3.5	C. & D. Sugar.	495	22¼	22¼	22¼	22¼
27	20	1.50	6.8	Can. Forg. (A)	35	23	22	22	22
42	36¼	2+.50	6.1	Can. Malting	30	41¼	41¼	41	41¼
12	5¾	.60	5.7	Can. Nor. Pr.	25	10¼	10¼	10	10¼
101	85	7	7.3	Do. pref.	10	101	100	96	96
93	79¼	4	4.3	Can. Packers	45	92	93	93	93
150	125	8	5.5	Can. Perman.	5	146	146	146	146
14¼	8¼	.50	...	Can. Steamsh's.	387	12¾	13¼	12	12
38	21	2.50	7	Do. pref.	527	35	35¼	35	35
9¼	6¼	.40+.10	5	Can. Vinegars.	75	9¼	9¼	9	9¼
24	17¾	.75*	..	Can. W. Cable B	25	18¼	18¼	18¼	18¼
110	106¼	6.50	6	Do. pref.	43	108¼	108	108	108
6¼	2¾	.	...	Can. Bakeries	50	4¾	6	6	6
92	66	5	5.4	Do. pref.	30	91	92	91	92
144	129	6	4.2	Can. Bk. Com.	521	139	142	138¾	139
5.00	1.30	.	...	Can. Breweries	4420	4.50	4.75	4.37	4.63
42	27¾	3.40	8.3	Do. pref.	175	41¾	42	40	42
35	32	1.50+.50	6	Can. Bronze c.	20	32¼	32¼	32¼	32¼
9¾	6¼	.50	5.6	Can. Canners	50	9	9	9	9
23¾	19	1+.20■	5	Do. 1st pfd.	310	23	23	22¾	22¾
14	10¼	.60+.20■	6	Do. 2nd pfd.	245	13¼	13¼	13	13¼
12	7¼	.	...	Can. Car & F'y	565	9¾	10	9¼	9¾
31	27	2.10	7¼	Do. pref. old.	170	28¼	28¼	28¾	28¼
27¾	26	.	...	Do. pref. new	350	26¼	26¾	26¼	26¼
37¾	27¼	1+1	5.3	Can. Celanese	535	37¼	37¾	36¼	37
142¼	132	7+.94■	5¼	Do. pref.	25	142¼	142¼	142¼	142¼
33	17¼	2	6.7	Can. Converters	646	27	32¾	24	32
108¼	100	4+2	5.8	Can. Cottons, c	5	103¼	103¼	103¼	103¼
19	15	1	...	Can. Dredge	80	16¾	17	17	17
35	22	2	5.8	Can. Food Prod.	30	33	35	34¾	34¾
33¼	25	2	...	Can For Inv c.	445	31	28	25¼	26
10¼	8¼	.60	5.7	Can. G. Inv.	470	10¼	10¼	10¼	10¼
5¾	3¾	.10*	...	Can. Ind. Alc.	500	5¼	5¼	5	5
5¼	3¼	.10*	..	Do. (B)	200	5¼	5¼	5	5
169	148	3.75*	..	Can. Indust. B.	60	162	160	160	160
171	160	7	4.1	Do. pref.	10	171	170	170	170
.65	.20	.	...	Can. Int. L. Tr.	325	.40	.65	.65	.65
54	37	2	3.7	Do. pref.	75	53	54	53	54
26	10	.	...	Can. Locomo.	124	22	22¼	21	22
3¼	¼	.04	...	Can. Marconi	25	2¼	2¼	2¼	2¼
23¾	15	1+.20	6.7	Can. Oil	5	22	18	18	18
130	112	8	6.2	Do. pref.	25	130	130	130	130
12¾	7¾	.	...	Can. Pacific	12561	10¾	11¼	10¾	11¾
1.15	.20	.	...	C Pr & Pa In c	565	.60	.60	.60	.60
10¼	1¾	.	...	Do. pref.	25	8	8	8	8
7¾	3¼	.	...	Can. Vickers, c.	20	6	6	6	6
77	25¼	.	...	Do. pref.	63	46	50	43	50
19¼	16¾	1.50+.25▲	8	C. Wire Box.	40	18¼	18¼	18	18¼
3.00	1.10	.	...	Capital Estates	100	2.75	3.00	3.00	3.00
12	8¾	.	...	Catelli Food	5	11	11	11	11
5	1	.	...	Ch. Gai Wines.	225	4¼	4¼	4¼	4¼
.47	.10	.	...	Chem. Research	1000	.15	.22	.22	.22
.15	.03	.	...	Claude Neon	1500	.12	.15	.15	.15
1.65	1.10	.12	...	Coast Brew	480	1.60	1.65	1.60	1.60
13¾	9¼	.50	...	Cockshutt Plow	597	12	12¼	12	12¼
3¼	2¼	.20	...	Com. Alcohol c	10	2¾	2¾	2¾	2¾
4¼	3	.40*	...	Conduits Nat.	150	4	4¼	4¼	4¼
15¼	9¼	.80	5.2	Cons. Bakeries.	50	15¼	15¼	15¼	15¼
12	6	.75	...	Cons Div Sec p	65	11¾	12	12	12
6¼	3	.	...	Cons. Paper	11180	5¾	5¾	5¼	5¾
46¼	37¼	1+1.50	5¼	Cons. Smelters	1479	44¼	44¾	44	44¼
135¼	121	8	6	Consumers' Gas	76	135	135	133	133
29	27	2	6.9	Consum. Glass.	285	29	29	29	29
25	21	1.20+.15	5¼	Cosmos Imp.	200	24¼	24¼	24¼	24¼
34	22	2	6	Crown Cork	25	32	33	33	33
5	1¼	.	...	Dairy Corp.	482	4¼	4¼	4¼	4¼
42	24	2.50*	..	Do. pref.	40	41	39	39	39
2¼	1	.	...	David & Fre B	8	2	1	1	1
1.25	1.00	.	...	Disher Steel	15	1.25	1.10	1.10	1.10
11	10	.	...	Do. pref.	110	10¼	10¼	10	10¼
36	25¾	2.22	6.5	Distill-Seag. c.	130	33¼	34¼	34	34¼
167	142¼	8	4.9	Dom. Bank	12	160	162	162	162
31¼	24¾	1.20	4.4	Dom. Bridge	475	27	27¼	26¼	27
16¼	10	.	...	Dom. Coal, pf.	160	13¼	13	13	13
7¼	5	.	...	Dom. Envelope	25	6	6	5¾	5¾
62	50	.	...	Do. pref.	5	50	62	62	62
30	20¾	1.10+.35	5¼	Dom. Found.	870	26¾	26¾	26¼	26¼
108	104	6	5.7	Do. pref.	945	105	105	105	105
126	120	5	4	Dom. Glass c.	90	125¼	125¼	125¼	125¼
157	152	7	4.4	Do. pref.	26	154	157	155	157
30	24	1.20+.40	5¼	Dom. Oilcloth	110	29	29	29	29
11	8	.	...	Dom. St. & C.B.	2538	9	9¼	8¾	9¼
10¼	5¼	.30*	...	Dom. Stores	850	9¼	9¼	9¾	9¼
10	6	.	...	Dom. Tar & Ch	2005	8¾	9	8¼	9
103	90¾	5.50	5.4	Do. pref.	55	102¼	102¼	101¼	101¼
81	74	5	6.4	Dom. Textile	130	78	77¼	77¼	77¼
155	151	7	4.5	Do. pref.	15	155	155	155	155
8	2	.	...	Dom. Woollens.	17	5¼	5	5	5
14¼	8¼	.60	4.4	Do. pref.	165	13	13¾	12¼	13
7¼	3¾	.	...	Donnacona P.	1064	6¾	7	6¾	7
8¼	5¼	.	...	Dryden Paper	1960	8	8¼	8	8¼
35	14	.	...	East Dairies pf.	330	30	32	29	31
7¼	2¾	.	...	Easy Washing.	15	7	7	7	7
7	3	.	...	Enam. & Heat.	25	5	5¼	5¼	5¼
8	4¾	.15	...	Equitable Life.	60	6	8	8	8
4¾	2¼	.	...	Fairchild Air	1665	3¼	3¼	3¼	3¼
26	21	1.50	6	Fam. Players	225	26	25	25	25
28¼	21	1.50+.25	6	Fanny Farmer	455	28	28	27¾	28
6¼	3¼	.25†	...	Fleet Aircraft	435	4¼	4¼	4	4¼
24¾	19¼	1	4	Ford Motor A.	1865	24	24¼	24	24¾
.60	.05	.	...	For. Pr. Secs.	100	.50	.40	.40	.40
16¾	14	1.40	8.4	Foundation Co.	865	16	16¼	16¼	16¼
20	12¼	.	...	Fraser Cos.	152	18¼	19	16	19
20¼	12¼	.	...	Do. Vot. Tr.	1528	18	19	17¾	19
11¼	7¾	.60	6.3	Gatineau Pwr.	30	9¼	9¼	9	9¼
100	77	5	5.3	Do. pref.	145	93¼	94	92¾	92¾
101	86	5.50	5.2	Do. 5½% pref.	10	101	97	97	97
14¼	7¼	.25*	...	Gen. St. Wares	9155	13¼	14¼	13	14¼
109¼	94	7+.63■	7	Do., pref.	150	109	109	107	109
95	62	2.50+1*	...	Goodyear Tire c	35	88¾	88¾	88	88¾
58	51¼	2.50	4.5	Do. pref.	40	56	55	54¾	55
6¾	3	.	...	Gt. Lakes Pap.	2250	5¾	6¼	5¼	6¼
23	16	.75	...	Do. pref.	100	20¾	20	20	20
6¼	3¼	.	...	Do. Vot. tr. c	138	5¾	6	5¼	6
23	14¾	.75	...	Do. Vot. tr. p	269	20	20	19¼	20
250	240	15	6.2	Gt. West-Life	4	240	250	250	250
8	4¼	.	...	Gurd, Chas. c.	50	8	8	8	8
7¾	4¼	.	...	Gypsum Lime	800	7	7¼	7	7¼
8	4¾	.	...	Ham. Bridge	634	6¾	6¾	6¼	6¾
35¼	33	2	5.8	Ham. Cot. pf.	115	35	34¼	34¼	34¼
2.00	1.00	.	...	Ham U Theat c	156	1.85	2.00	1.75	2.00
4¼	3	.20	...	Harding Carpet	200	4¼	4¼	4¾	4¼
16¼	14	1	6.6	Hinde & Dauch	25	15¼	15¾	15¼	15¼
16¼	12	.	...	H. Smith Pap.	455	15	15¼	15	15¼
105	96	6	5.7	Do. pref.	48	104	105	104	105
11	8	.75	...	Humberstone S.	17	11	11	11	11
5¾	1	.	...	Hydro Electric.	25	4	4	4	4
185	157	8	4.3	Imperial Bank.	20	185	185	185	185
17¼	11¾	.50	3	Imperial Oil	8198	16¾	16¾	16¼	16¾
12¼	10	.40+.15	5	Imperial Tob.	2598	12	12¼	12	12¼
8	6¼	6%	...	Do. pref.	30	7	8	8	8
29	28¼	1.50	5.2	Imp. Varnish p	10	29	29	29	29
21¼	13	‡.25	...	Indust Accept c	95	21	21¼	21¼	21¼
.35	.28¼	.03	...	Int. Coal & C.	500	.34¼	.35	.35	.35
17	10¼	.25	...	Int. Metal Ind.	105	15¼	15¾	15	15¼
100	90	6	6.2	Do. pref.	110	96	97	96	97
116	112¼	4	...	Int. Mill., pf.	200	115¼	115¼	115¼	115¼
39¾	32	2	5.6	Int. Nickel	2995	35¼	35¾	34¼	35¼
24	17	1	4.4	Int. Pete.	1930	22¾	22¾	22¼	22¼
15	6	.	...	Int. Power, c.	1605	12	14	13	13¼
110	95	7	6.5	Do. pref.	30	110	108	108	108
14	3¼	.	...	Int. Util. (A)	5	10¼	10¾	10¾	10¾
11¼	11	.68	6.2	Jam Pub Ser c	75	11	11	11	11
18¾	10	.	...	L. St. John Pr.	605	15¼	17¼	15¼	17¼
26¼	19	1.20	4.7	L. of Woods, c	185	25	26	25¼	26
13¼	9¾	.80	5.9	Laura Secord	1085	13¼	13¼	13¼	13¼
8	7	.	...	Lindsay C. W. c	235	7¼	8	8	8
22¼	19¾	1+.25	5.7	Loblaw (A)	230	22	22¼	21¾	22
21¼	17¼	1+.25	5.9	Do. (B)	441	21	21¾	21	21¼
9¼	4¼	.	...	Maple Leaf M.	1701	7¾	8	7¼	8
17	10¼	.	...	Do. pref.	135	15	15¼	14¾	15¼
10	5¼	.	...	Massey-Harris	1665	8¾	9¼	8¼	9
22	14¼	1.25	6.2	Do. pref.	2122	20	20¾	19¾	19¾
9¼	6	‡.15	...	McColl Fron.	680	8¼	9	8	8¾
104	99¼	6	5.8	Do. pref.	50	103	104	103	103
7	5	.60	9	Melchers, pref.	192	7	6¾	6¾	6¾
9¾	4	.	...	Mercury Mills	17	8	7	7	7
22	16¼	1*	...	Mitchell, Robt.	550	18¼	19	18	19
17	15	1.20	7	Mod. Contain. c	25	16¼	17	17	17
75	65	7	...	Monarch Knit p	50	70¼	75	75	75
125	116	7	5.6	Montreal Cot. p	5	125	125	125	125
27¼	24	1.50	5.8	Mont. L. & Pr.	3123	26¾	26¾	25¾	26
51	48¾	3%	...	Do. Notes	79	50¼	50¼	50¼	50¼
18	13	1.25	6.9	Montreal Loan.	25	17	18	18	18
33¼	22	.	...	Montreal Trams	50	28	28	28	28
49¼	44	2.22+.66‡	6	Moore Corp.	359	49	48¾	47¾	47¾
1.75	.25	.	...	Muirheads, c	21	1.60	1.40	1.40	1.40
36	26	2	5.5	Nat. Brew. c	299	36	36	35	35¾
40¼	36¼	1.75	4.4	Do. pref.	75	40¼	40	39	40
9¼	6	.40	...	Nat. Grocers	105	8¼	8¾	8¾	8¾
28¼	25¼	1.50	5.4	Do. pref.	25	27¾	27¼	27¼	27¼
22	12	.	...	N. Sew. Pipe A	50	21	22	22	22
62¼	38	4	6.8	Nat. Steel Car.	405	59	59	58	58
18	15	1	5.9	Niag. W. Weav.	80	17¼	17	17	17
7	3¾	.	...	Noorduyn Av.	25	4¼	5	5	5
25¼	22¼	1	4.2	Ogilvie Flour, c	278	23¼	24	23¾	24
165	153	7	4.3	Do. pref.	25	160	163	162	163
40	34	3	...	Ont. Silknit pf.	80	38	40	40	40
14	12	1	...	Do. Scripts	10	12	13	13	13
2¼	¼	.	...	Orange Crush	59	2¼	2¼	2¼	2¼
5¼	1¼	.	...	Do. pref.	61	5	5¼	4¾	5¼
6¼	4	.	...	Ott. Car Air	200	6	6	6	6
25	20	2+.20	9	Ottawa El. Rly.	30	24	24	24	24
8¼	6¼	.60	7.3	Ott. L. H. & Pr.	150	8¼	8¼	8	8
90	80	5	5.6	Do. pref.	20	87	90	90	90
103	88¼	5	4.9	Page Hersey	45	101	101	101	101
55	43¼	3	5.7	Penmans, c	185	53	53	53	53
127	125	6	4.8	Do. pref.	10	127	127	126	126
5¼	4¼	.25	...	People's Cr Sec.	475	5¼	5¼	5	5¼
13¼	12	.75	...	Photo Eng.	65	13	12¼	12¼	12¼
11	6	.30	...	Power Corp. c.	255	8¼	8¾	8¼	8¼
19¾	9¾	.	...	Price Bros. c.	1330	17¾	18¼	17¼	18¼
8	5¼	.40	5.3	Prov. Transport	100	7¼	7¼	7¼	7¼
16	13	1	6.4	Quebec Power.	285	15¼	16	15¼	16
25	22	2	8.3	River S. Mill.	250	23¾	24	24	24
97	90	6	6.2	Rolland Pap. p	40	95¾	96¼	96	96¼
150¼	132	6	4.2	Royal Bank	53	145	148	144¾	144¾
22	15¼	.80	4	Russell Indust c	5	20¼	20¼	20¼	20¼
205	152	7	3.5	Do. pref.	5	190	200	200	200
108	105	5.50	5.2	Saguenay Pr. p	5	107	107	107	107
19¼	16¼	.90	5.2	Shawinigan Pr.	858	17¼	17¾	17	17¼
16¼	13¾	.60	4	Sher. Wms. c.	155	15	15	14¼	15
127	114	7	5.5	Do. pref.	55	123¼	127	126¾	126¾
10	9	.40	4	Silverwoods	110	9¾	10	9¾	10
9	8	.40	4.7	Do. pref.	460	8¾	8¼	8¼	8¼
11¼	7¼	.60+.15	6¼	Simon & Sons	200	11¼	11¼	11¼	11¼
110	104	7	6.7	Do. pref.	5	110	105	105	105
20	10	.	...	Simpson, A.	165	19	19¼	19	19
13¼	3	.	...	Do. (B)	1050	11	13¼	12	13
102¾	87	6.50+2▲	6	Do. pref.	40	102	102¼	102	102¼
12	10	.80	6.7	So. Can. Pr.	45	12	12	11	12
106	102	6	5.7	Do. pref.	11	105	105	105	105
4	1	.	...	St. Law. Corp.	665	3¼	3¾	3¼	3¼
18¼	11¾	1	6	Do. (A)	2725	17¼	17¼	16¼	16¼
47	32¼	3	6.7	St. Law. Pap. p	165	45	45	44¼	45
3	1	.	...	St. Pav. & Mat.	110	2¼	2¼	2¼	2¼
10	7	.93¾	...	Do. pref.	235	9¼	9¼	9¼	9¼
5¼	4	.40	8	Stand. Radio	65	5	5	5	5
73	59¾	3	4.3	Steel of Canada	123	68¼	69¼	69	69
76¼	66	3	3.9	Do. pref.	10	75	76	75	76
80	65	5	6.2	Supersilk pref.	10	80	80	80	80
27	21¼	1	3.7	Sup Pete Ord.	25	27	27	27	27
14	10¼	.80	5.8	Tamblyn, c	30	14	13¾	13¾	13¾
9¼	6	.30	...	Tip Top Tail. c	55	9¼	8¾	8¾	8¾
28	25	.	...	Tooke Bros. pf.	25	25	28	28	28
30	23¼	.	...	Tor Elevators c	35	30	30	30	30
79	68	4	5.2	Tor. Gen. Tr.	12	75	79	77	77
86	68	5	6	Tor. Mtge.	3	83	83	83	83
10¼	5	.	...	Twin City	80	7¼	7¾	7¾	7¾
9	6	.	...	Union Gas	1575	7¾	8¼	7¾	7¾
26	20	1.50	6.4	United Corp. A	20	23¼	23¼	23	23¼
16	8¼	.30	...	Do. (B)	40	12¾	13	13	13
37	32¼	3	8.9	United Fuel, pf.	25	33¼	33¼	32¾	33¼
5¼	3¼	.	...	Do. (B) pref.	24	5	5	5	5
16	12¼	1	6.7	United Grain A	72	15	15¼	15	15
6	4¼	.10+.05†	...	United Steel	760	4¾	4¾	4¼	4¾
58	47	4	7.2	Wabasso Cot.	45	56¼	56	55	55
56¾	47	4	7.2	Walker-Good.	235	55¾	56	56	56
21¾	18¾	1	4.7	Do. pref.	910	21¾	21¼	21	21¼
2.00	1.25	.05	...	Walkerville Br.	330	1.75	2.00	1.75	1.75
5.15	3.00	.15	...	West Breweries	20	5.05	5.05	5.05	5.05
91	40	.	...	West C. Flour p	115	81	83	81	81
14	7¼	‡.50	...	Western Steel	35	13	13	12	13
17	12	.80	5	Weston, George	235	16¼	16¼	15¾	16
105	94	5	4.8	Do. pref.	135	105	105	105	105
8¾	2¼	.	...	Winnipeg El.	1357	6¾	6¾	6¼	6¼
63¼	20	.	...	Do. pref.	60	58	55¼	55¼	55¼
86	69	7	6.9	Wood, A & J p	10	84¼	86	86	86
8	5¼	.40	5.7	York Knitting c	50	7	7	7	7
18	13	.80+.20	6	Zellers	455	17¼	17¼	17¼	17¼
27	24	1.50	5.5	Do. pref.	100	26	27	27	27

■ Participating. ‡ Paid in 1942.
* Interim dividends paid in 1943.
▲ On arrears. † Initial.

Mining Stocks
Week Ending September 20

Range 1943 High	Low	Div. Rate $	Sept. 18 Yield %	Company	Sales	Last Sept. 13	Week Ending Sept. 20 High	Low	Close
.21	.05	....	....	Aldermac	13,600	.17	.17	.15	.16¼
6.50	3.00	.20	....	Anglo-Hur.	2,152	6.35	6.50	6.00	6.50
.68	.20	....	....	Aquarius	1,000	.55	.54	.54	.54
.33	.22	....	....	Arjon Gold	20,200	.27¼	.28	.25¼	.27
.53	.35	....	....	Armistice	51,800	.53	.51	.45	.51
.05¼	.02	....	....	Ashley	500	.05	.05	.05	.05
.14	.02¼	....	....	Astoria Que.	139,450	.13¼	.13¼	.10¼	.10¼
3.50	1.35	†.13	....	Aunor Gold	11,175	3.25	3.45	3.10	3.30
.19¼	.08¾	....	....	Bagamac	28,575	.15¼	.17¼	.12¼	.15¼
.15	.04	....	....	Bankfield	36,067	.11	.14	.10¼	.12
.17	.07	....	....	Base Metals	2,000	.14	.14	.13	.14
.08¼	.03¼	....	....	Bayonne	3,000	.04	.04¼	.04¼	.04¼
.49¼	.17	....	....	Bear Expl.	19,300	.37	.38	.35	.38
1.87	.69	†.04	....	Beattie Gold	28,415	1.57	1.67	1.58	1.64
.63	.09¼	....	....	Bidgood	76,325	.38	.43	.36	.39
.12	.08	....	....	Bobjo	3,100	.09¼	.10	.09¼	.09¼
.24	.09¼	....	....	Bonetal	3,907	.21	.21	.20	.21
.04	.01	....	....	Bouscadillac	1,500	.03¼	.03¾	.03¾	.03¾
12.00	7.40	1.20	*10.2	Bralorne	690	11.75	11.75	11.50	11.75
.01¾	.00¼	....	....	Brett Treth.	2,000	.01¼	.01¼	.01¼	.01¼
.73¼	.46	†.09	....	Broulan	39,350	.70	.70	.66	.69¼
4.00	1.60	†.10	....	Buffalo Ank.	400	3.50	3.50	3.50	3.50
.09¼	.03¼	....	....	Buff. Can.	16,500	.09¼	.09	.08	.08¼
18.75	11.75	....	....	Bulolo Gold	1,900	18.00	18.75	18.00	18.75
.04	.01¼	....	....	Bunker Hill	500	.04	.04	.04	.04
.68	.35	†.02	....	Can. Mal.	7,900	.60	.63	.55	.60
1.45	.82	†.06	....	Cariboo	1,300	1.45	1.41	1.40	1.40
1.35	.54	....	....	Castle Tre.	3,100	1.20	1.16	1.15	1.15
.06	.02	....	....	Cen. Cad.	2,500	.03¼	.03¼	.03¼	.03¼
1.75	2.00	.12	7	Cen. Pat.	9,325	1.65	1.72	1.58	1.72
.14	.07¼	....	....	Cen. Por.	12,200	.11¼	.13	.11	.12¼
2.14	.65	†.03	....	Chesterville	20,805	1.55	1.60	1.47	1.58
2.68	1.75	....	....	Chromium	20	2.50	2.10	2.10	2.10
1.80	1.20	....	....	Coast Cop.	100	1.40	1.40	1.40	1.40
1.50	.75	†.06	....	Cochenour	13,500	1.36	1.48	1.35	1.47
1.45	.71	....	....	Coniagas	1,600	1.20	1.45	1.25	1.45
1.74	.80	†.06	....	Coniaurum	44,384	1.35	1.74	1.25	1.65
.85	.50	†.03	....	Delnite	1,500	.85	.85	.85	.85
.04¾	.03	....	....	Denison	2,000	.04	.03¼	.03¼	.03¼
29.37	18.75	1.60	5.6	Dome Mines	555	28.50	28.75	28.00	28.50
.10	.04	....	....	Duquesne	2,500	.09	.09¼	.09¼	.09¼
1.82	1.09	....	....	East Mal.	40,180	1.63	1.70	1.62	1.64
1.62	.80	....	....	Eldorado	22,925	1.43	1.45	1.34	1.38
4.80	3.10	†.07¼	....	Falconbridge	1,435	4.10	4.05	3.95	4.00
.07¼	.02¼	....	....	Federal	8,000	.05¼	.06	.05	.05¼
.03¼	.01	....	....	Flin Flon	3,000	.01	.01¼	.01¼	.01¼
.40	.10	....	....	Forty-Four	33	.35	.35	.35	.35
.39¼	.18	....	....	Francoeur	3,225	.38	.38	.35	.35
.09	.03	....	....	Gillies Lake	3,000	.06	.06	.05¼	.05¼
.04¼	.01	....	....	Glenora	500	.03¼	.03	.03	.03
.29¼	.12¼	....	....	God's Lake	31,500	.18¼	.18¼	.17¼	.18¼
.06	.04¼	....	....	Golconda	500	.04¼	.04¼	.04¼	.04¼
.19	.10	....	....	Goldale	23,900	.16¼	.19	.15¼	.18
.20	.12	....	....	Gold Belt	1,000	.20	.20	.20	.20
.05	.02	....	....	Gold Eagle	8,000	.03	.03	.02¼	.03
.15	.03	....	....	Gold. Gate	55,042	.13¼	.13¼	.10¼	.13
.03¼	.02	....	....	Graham	3,000	.03¼	.03¼	.03	.03
.07	.02¼	....	....	Grull W.	6,000	.03¼	.03¼	.03¼	.03
.24	.11¼	....	....	Gunnar G.	4,700	.18	.19	.17	.17
.18	.01	....	....	Halcrow	47,250	.16	.18	.14	.18
.07¼	.03¼	....	....	Halliwell G.	25,200	.04¼	.04¼	.04¼	.04¼
3.75	2.50	.40	10.9	Hallnor	50	3.65	3.65	3.65	3.65
.98	.60	.06	6.3	Hard Rock	84,415	.90	.96	.86	.92
.06	.02	....	....	Harker	2,500	.05	.04¼	.04¼	.04¼
.40	.15	....	....	Hasaga	4,005	.35	.40	.36	.35
.48	.30	.08	....	Hedley Mas.	9,400	.31	.36	.30	.35
12.87	8.50	.65	5.2	Hollinger	1,945	12.25	12.75	12.00	12.63
.31	.17	....	....	Howey Gold	38,495	.30	.30	.29¼	.30
32.50	26.50	2.00	6.3	Hudson Bay	1,080	31.50	31.75	31.25	31.75
.55	.26	....	....	Inspiration	19,900	.54	.55	.47	.55
.90	.55	†.05	....	Island	200	.85	.85	.85	.85
.03¼	.01	....	....	Jacola	4,000	.03	.03	.03	.03
.10	.06	....	....	Jack Waite	16,000	.06¼	.07¼	.05¼	.07
.26	.12	....	....	Jason Mines	2,500	.25	.23	.22	.23
.09	.01	....	....	Jellicoe	5,067	.05	.05	.04¼	.04¼
.03	.00¼	....	....	J. M. Cons.	700	.02	.02	.02	.02
.06	.01¼	....	....	Joliet Que.	1,000	.05	.04	.03¼	.03¼
10.25	4.75	†.22	....	K. Addison	17,503	9.50	9.90	9.35	9.85
.08	.02¼	....	....	Kirk. Gold	1,000	.08	.08	.08	.08
.40	.19	....	....	Kirk. H. Bay	2,000	.33	.35	.34	.35
.91	.55	†.04	....	Kirkland L.	28,100	.85	.91	.87	.90
.13	.08	....	....	K. Townsite	37,600	.11¼	.13	.08	.11
.37¼	.19	....	....	Kootenay B.	8,000	.36	.36	.34	.34
1.40	.40	†.02	....	L. Dufault	11,650	1.10	1.20	1.05	1.15
16.63	10.25	.80	5	Lake Shore	2,415	16.12	16.25	15.75	16.50
6.10	3.50	.45	*7.5	Lamaque G.	744	6.00	6.00	5.85	5.85
.09¼	.03¼	....	....	Lapa Cad.	6,100	.06	.06	.05¼	.06
.04¼	.01	....	....	Lebel Oro	4,000	.02¼	.03	.03	.03
1.27	.60¼	.09	*7.5	Leitch Gold	21,050	1.18	1.22	1.11	1.21
1.00	.67	....	....	Little L.L.	16,510	.83	.87	.80	.83
4.00	2.26	†.18	....	Macassa	5,125	3.85	3.95	3.80	3.85
2.40	1.52	†.10	....	MacLeod C.	45,360	2.38	2.40	2.26	2.35
1.45	.70	†.03	....	Mad. R.L.	29,251	1.35	1.43	1.32	1.42
3.75	1.65	....	....	Malartic G.	57,955	3.30	3.50	3.10	3.45
.03¼	.00¼	....	....	Man. & East.	2,000	.02	.02¼	.02¼	.02¼
.06	.02¼	....	....	Maralgo	4,000	.05¼	.05¼	.05	.05¼
56.00	46.75	3.33	6	McIntyre	90	55.87	55.50	54.75	54.75
1.33	.83	†.08¼	....	McK. R.L.	22,994	1.27	1.33	1.22	1.29
.05	.01¼	....	....	McLellan G.	11,000	.03¼	.05	.03¼	.04¼
.07¼	.05	....	....	McV. Grah.	1,500	.07	.07	.07	.07
.24	.10	....	....	McWatters	6,975	.22¼	.23	.21¼	.22
2.25	1.22	....	....	Min. Corp.	19,050	2.18	2.25	2.10	2.23
.03¼	.01¼	....	....	Minto Gold	1,000	.01¼	.02¼	.02¼	.02¼
.40	.28	.08	....	Moneta	10,020	.37¼	.38	.34	.38
.66	.35	†.02¼	....	Negus Mines	23,500	.52	.66	.53	.65
1.95	1.00	†.10	....	Nipissing	1,300	1.70	1.81	1.70	1.75
52.50	40.00	4.00	7.8	Noranda	2,285	50.00	51.75	50.00	50.87
.40	.16	....	....	Nor. Canada	1,080	.35	.40	.31	.31
1.16	.72	....	....	Normetals	29,342	1.06	1.09	1.01	1.06
1.13	.60	.03	....	O'Brien	15,500	1.08	1.10	1.01	1.10
.64	.08	....	....	Omega	55,678	.58	.58	.54¼	.56¼
.11¼	.02¼	....	....	Ont. Nick.	79,100	.02¼	.03¼	.02¼	.03
.25	.07¼	....	....	Osisko	11,200	.20	.20	.18	.20
.13	.09	....	....	Pac. Nickel	1,500	.10	.09¼	.09¼	.09¼
1.28	.57	....	....	Pamour P.	21,300	1.20	1.28	1.15	1.25
.04¼	.02	....	....	Partanen	22,000	.04	.04¼	.04	.04¼
3.05	2.15	†.15	....	Pato Cons. G.	700	3.00	3.00	2.85	3.00
.39	.17	†.01	....	Paymaster	26,200	.33	.33	.31	.31
1.90	1.05	†.06	....	Pend Oreille	1,525	1.55	1.58	1.54	1.58
1.05	.73	†.08	....	Perron Gold	2,300	.95	.95	.90	.90
2.10	1.28	†.05	....	Pickle Crow	7,213	1.99	2.00	1.90	2.00
2.85	1.25	....	....	Pioneer G.	8,825	2.75	2.80	2.58	2.60
11.50	6.63	†.25	....	Placer Dev.	265	11.50	11.37	11.25	11.37
1.27	.52	†.02	....	Powell R.	28,200	1.16	1.27	1.12	1.20
1.24	.56	....	....	Do., Vot. Tr.	7,400	1.10	1.24	1.02	1.24
.03¼	.01¼	....	....	Prem. Bord.	5,500	.03¼	.03¼	.03	.03¼
1.14	.58	.06	....	Premier G.	5,300	1.12	1.12	1.10	1.10
2.50	1.72	.20	8.7	Preston E.	13,000	2.30	2.35	2.20	2.30
.42	.26	†.06	....	Privateer	6,600	.32	.32	.29	.30¼
.04	.02¼	....	....	Quatsino	2,000	.02¼	.02¼	.02¼	.02¼
.25	.20	†.02	....	Quebec Gold	2,000	.25	.25	.25	.25
.59	.30	....	....	Queenston G.	6,055	.56	.59	.55¼	.55¼
.50	.25	....	....	Reeves McD.	1,000	.28	.28	.28	.28
.09¼	.02	.07	....	Reno Gold	4,600	.04¼	.04¼	.04¼	.04¼
.09	.03¼	....	....	Roche L.L.	2,000	.07	.07¼	.07	.07
4.00	1.86	.20	*5.3	San Antonio	10,700	3.70	3.75	3.60	3.75
.09¼	.02	....	....	Sand River	4,900	.06¼	.07	.06	.06¼
.62¼	.18	†.03	....	Senator R.	255,550	.51	.62¼	.50	.61¼
.04	.02	....	....	Shawkey	2,500	.03¼	.03¼	.03	.03¼
1.05	.84	†.15	....	Sheep Creek	4,300	.88	.95	.88	.91
1.04	.66¼	†.03	....	Sherritt G.	7,894	.93	.92	.90	.92
9.50	5.10	.60	6.3	Sigma Mines	1,230	9.25	9.50	9.25	9.30
.60	.35	.06	10.5	Siscoe	7,825	.57	.58	.50	.50
.60¼	.29	....	....	Sladen Mal.	18,200	.55	.60¼	.52	.59
.03¼	.01¼	....	....	Slave Lake	16,000	.02¼	.03	.02¼	.03
.06	.02	....	....	St. Anthony	500	.04	.04	.04	.04
2.57	1.51	....	....	Steep Rock	20,275	2.30	2.35	2.25	2.32
.21	.10	....	....	Sturgeon R.	4,625	.20	.21	.18	.20
2.35	1.45	....	....	Sud. Basin	450	2.20	2.35	2.16	2.35
.05	.01¼	....	....	Sud. Cont.	9,500	.04¼	.04¾	.03¾	.04
1.15	.60	†.05¼	....	Sullivan C.	19,194	1.10	1.15	1.02	1.10
.06	.04	....	....	Surf Inlet	1,000	.06	.06	.06	.06
2.25	1.38	.12	5.3	Sylvanite	1,400	2.20	2.25	2.20	2.23
3.45	1.85	.30	9	T. Hughes	4,011	3.45	3.40	3.30	3.30
.12	.03	....	....	Temiskaming	2,000	.09¼	.08¼	.08¼	.08¼
.94	.60	†.03	....	Toburn Gold	1,300	.94	.90	.75	.80
.18	.09	....	....	Towagmac	3,000	.17	.15	.15	.15
.74	.35	....	....	Trans. Res.	7,700	.61	.62	.59	.61
45.00	26.00	....	....	Uchi Bonds	$2,000	38.00	37.00	35.25	37.00
1.85	.95	.10	5.6	Upper Can.	14,400	1.75	1.78	1.65	1.75
7.25	4.35	†.10	....	Ventures	4,979	6.75	7.25	6.75	7.10
5.80	3.40	†1.50	....	Waite Am.	5,400	5.25	5.60	5.25	5.55
.24	.19	....	....	Wendigo	10,750	.22	.22¼	.21¼	.22
.05	.02	....	....	Whitewater	4,500	.04¼	.04¼	.04	.04
.05	.01¼	....	....	Wiltsey C.	8,000	.04	.04	.03¾	.03¼
4.20	2.50	†.35	....	Wright-Har.	7,055	3.50	3.50	3.30	3.30
.10¼	.08	.01	6.10	Ymir Girl	12,500	.09¼	.10¼	.09¼	.10¼

Oil Stocks

Range 1943 High	Low	Div. Rate $	Sept. 18 Yield %	Company	Sales	Last Sept. 13	High	Low	Close
.14	.06	....	....	Acme G.&O.	5,500	.10¼	.11¼	.10¼	.11¼
.18	.09	....	....	Alta. P. Cons.	1,000	.13	.13	.13	.13
1.60	.13	....	....	Ajax	2,100	1.45	1.49	1.45	1.45
.07¼	.03¼	....	....	Anaconda	2,500	.04¾	.04¼	.04¼	.04¼
.82	.45	†.04	....	Anglo Can.	3,920	.70	.70	.66	.70
.59	.19¼	....	....	Br. Dom.	32,413	.56	.56	.51¼	.53
.13	.04¼	....	....	Brown Oil	5,500	.09¼	.10	.08¼	.10
1.75	1.15	†.10	....	Calg. & Ed.	14,550	1.50	1.65	1.50	1.60
.35	.21	....	....	Calmont	3,100	.24¼	.25	.23	.25
.23	.16	†.01¼	....	Commoil	4,700	.23	.23	.20	.23
.27	.20	....	....	Common P.	1,500	.23	.24	.24	.24
.49	.29	....	....	Dalhousie	400	.40	.38	.36	.38
.24	.10	....	....	Davies Pete	1,500	.17¼	.18	.17	.18
.21¼	.04¼	....	....	East Crest	8,200	.14¼	.16	.13	.15¼
1.75	.78	....	....	Foothills	2,700	1.44	1.40	1.35	1.40
.02¼	.02¼	....	....	Grease Creek	2,500	.01	.02¼	.02¼	.02¼
.17	.10	....	....	High Sarcee	2,600	.15	.15	.15	.15
4.10	2.65	†.15	....	Home	3,990	3.55	3.60	3.50	3.50
.06	.03	....	....	Homestead	8,500	.04¼	.05	.04¼	.04¼
.12	.05	....	....	McD. Segur	4,300	.07¼	.07¼	.07¼	.07¼
.08¼	.05	....	....	Mercury	1,000	.07	.06¼	.06¼	.06¼
.07	.02¼	....	....	Oil Select	2,000	.04	.04	.04	.04
.73	.38	....	....	Okalta	5,100	.61	.61	.57	.60
.09	.03¼	....	....	Pacalta	5,800	.04¼	.04¼	.03¾	.04¼
.48	.20	....	....	Pac. Pete	700	.40	.40	.40	.40
.04¼	.02	....	....	Royal Can.	1,000	.03¼	.03	.03	.03
26.50	21.00	1.00	4.4	Royalite	260	23.00	23.00	22.50	22.50
.08	.03¼	....	....	South End	12,000	.05¼	.05¼	.05	.05¼
.10	.03¼	....	....	United Oils	2,860	.08	.08	.07	.07
.09¼	.06	....	....	Vanalta	2,500	.07¼	.08	.08	.08
.33	.09¼	....	....	Vermilata	225,100	.30	.33	.29	.32

* Yield including bonus. ‡ Paid in 1942. † Interim paid in 1943.

Volume of Stock Sales

	Montreal Markets Indust.	Mines	Toronto Markets Ind. & Mines	Vancouver Markets Ind. & Mines
Sept. 21	16,400	7,700	480,000	......
Sept. 20	26,600	8,100	510,000	12,605
Sept. 18	15,300	2,600	346,000	13,320
Sept. 17	15,700	11,800	574,000	7,300
Sept. 16	11,300	5,600	497,000	700
Sept. 18	15,900	9,200	472,000	7,050

Government Bonds
(Supplied by Investment Dealers' Assoc. of Canada)

Sept. 21, 1943

%	Due	Bid	Ask.
5	Oct. 1943	100	101
2	June 1944	100¾	101¼
1½	Sept. 1944	100	100¼
4f	Oct. 1944	103	104
2½	Nov. 1944	101	102
4	Oct. 1945	100	100¾
2	Mar. 1945	100¼	101¼
2	Dec. 1946	100	100¼
4½	Feb. 1946	106¼	107
2½	Mar. 1948	100	101
1¾	May 1946	99¾	100¼
a2½	Jan. 1948	103¼	104¼
3½	June 1949	102¾	103¾
3½	Oct. 1949	101¾	102¼
a3	June 1951	102¾	103¾
3½	Nov. 1951	103¼	104¼
3¼	Feb. 1952	104	105
3	Oct. 1952	101¼	102¼
4	Oct. 1952	106	107
a3	Jan. 1953	104¾	105¾
3	June 1955	100	101
a3	Nov. 1956	100	101
4½	Nov. 1956	106¾	107¾
4½	Nov. 1957	107¼	108¼
a3	Mar. 1954	101¼	102¼
a3	Jan. 1958	103	104¼
3	June 1958	99¾	100¼
4½	Nov. 1958	108¾	109¾
4½	Nov. 1959	109¾	110¾
a4	Oct. 1960	110¼	111¼
a3½	Jan. 1961	106	107
3½	June 1966	102	103
a3e	Jan. 1967	102¾	103¾
a3e	Nov. 1968	102¾	103¾
†3	Perpetual	94¼	95¼
Dominion Guarant'd Bonds			
Can. Natl. Railways:			
2½	Jan. 1946	100¾	101¾
3	May 1944	100¾	101¾
3	Dec. 1950	101	102
3	Jan. 1959	99	100¼
*4½	Sept. 1951	124¼	125¼
4½	Feb. 1956	128	129¼
*4½	July 1957	129	130¼
3	Feb. 1953	100¼	101¼
4½	June 1955	130	131¼
5	Feb. 1954	117¼	119
*5e	July 1969	118	119¼
*5e	Oct. 1969	129	130¼
*5e	Feb. 1970	129	130¼
Can. Nat. W. Ind. S.S.:			
5	Mar. 1955	130¼	132
Grand Trunk Pacific Rly.:			
3	Jan. 1962	110	111¼
Provincial Gov't Bonds			
New Brunswick:			
4	Nov. 1947	113	116
3	Oct. 1951	98¼	100¼
3½	Aug. 1949	100	102
3½	June 1956	100¼	102¼
4½	Apr. '61	120	123
c5	Jan. 1960	126	129
Nova Scotia:			
3	Jan. 1952	99¼	101¼
3½	June 1956	101	103
3½	Nov. 1950	102¼	104¼
c4½	Sept. 1952	117¾	119¾
c4½	Nov. 1960	124¼	126¼
c5	Mar. 1960	131	133
Ontario:			
2½	May 1955	100	101¼
3	Apr. 1948	100¾	102¼
3	Nov. 1950	99¾	101¾
3½	Nov. 1951	101	102¼
3½	May 1955	100¾	102¼
4	June 1962	122	125
4½	June 1950	108¼	110
*4½	Jan. 1962	129	132
5	Oct. 1948	109¾	111¼
*5	Dec. 1960	134¼	137
*5½	July 1946	107¼	108¾
Ont. Hydro Commission:			
3	Aug. 1948	100¾	102¼
3½	Feb. 1953	101	102¼
3½	Apr. 1947	103¼	104¾
Prince Edward Island:			
4	Mar. 1954	101	103¼
Quebec:			
3	Nov. 1947	100¾	102¼
3½	Mar. 1948	101	102¼
3½	Mar. 1959	101¼	
4	Nov. 1952	103¾	
3¾	Feb. 1955	103	
4½	Aug. 1958	107¼	
4½	Jan. 1963	111¼	
Alberta:			
4½	Oct. 1956	82¼	
4	Dec. 1954	80¼	
*5	Oct. 1959	83	
c5½	Apr. 1952	84	
6	Mar. 1947	84¼	
British Columbia:			
4	Dec. 1957	116¼	
*4½	Jan. 1951	119¼	
c4½	Oct. 1953	118¼	
c5	Apr. 1954	123	
5½	Feb. 1945	102	
6	Feb. 1947	108	
Manitoba:			
c4	Dec. 1957	110¼	
c4½	Dec. 1956	113¼	
*5	Dec. 1959	119¼	
5½	Oct. 1955	112	
6	Apr. 1947	106	
Saskatchewan:			
4	Sept. 1954	89	
4	Nov. 1960	88	
c4½	Oct. 1951	101	
c4½	Mar. 1960	96	
5	Aug. 1958	98¼	
5½	Oct. 1952	99¼	
6	Mar. 1952	100	

*-Payable Can., N.Y. c-Payable Can. & N.Y. Payable N.Y. †Callable or after Sept. 15, 1966. Traded flat. Interest bei paid at 50% of coupon ra minimum rate 2%. e-Cal able at a premium. ‡-N.Y. funds. ‡-Calculated to 19 average maturity. •Cal able on or after earliest m turity shown and payable maturity at 101.

Unlisted Stocks
(Furnished by A. J. Pattison Jr. & Co., Toronto)

Sept. 21, 1943

Industrial:	Bid	Ask.
Andian National	26	27
Anglo C. Tel., A	8¼	9¼
Atlas Steels, c.	26¼	28
Do., pref.	105	108
B. C. Pulp, c.	11¼	12¼
Do., pfd.	66	75
Barrymore Cl., p.	46	..
B. C. Sugar	74¼	77
B. C. Tel., p.	115	..
Brown, com.	1¾	2¼
Do., 6% pfd.	35	38
Burns & Co., A	9¼	10¼
Do., B	5	6
Canada Tea, p.	39	..
Can. Indust., A	160	164
Can. Mach., c.	8	9¼
Can. Ing. Rand	62	..
Can. Mot. L.A.B.	8¾	9¼
Cap. W. Cloth	5¼	..
Do., pref.	18	21
Col. Realty	3	..
Chase, A. W., p.	16	20
Colonial Steam.	65	68
Copeland F. un.	15	..
Corr. Box, c.	3¼	..
Dover Ind.	7¼	..
Dunlop T., p. $25	24	..
Fed. Grain	4	4¼
Do., pref.	82	87
Galt Brass, c.	11	..
Goderich Elev.	11¼	..
Guard. Realty, p.	18	20
Guelph Carpet, c.	16¼	..
Gurney Fdy., p.	2¼	2¾
Hart Battery	5•	..
Hayes Steel, c.	16¼	18¼
Inglis, John	8	9¼
Ingram & Bell, p.	92	..
Kingst. ship., c.	12¼	..
Loblaw Inc., c.	12	13¾
Minn. & Ont., c.	8¾	9¼
Mt. Royal Htl., c.	3¾	..
M'row Screw, p.	100¼	..

	Bid	Ask.
High. Dairy, pf.	45	..
Do., com.	15	..
Moirs, pfd.	41	..
Morrison Br. un.	..	16
Neilson, Wm. C.	10	..
Do., p.	101	..
N. Meth. Ldy., p.	76	..
Ont. Tobacco, p.	15	20
Quinte Milk	2¼	..
Prov. Paper, p.	100¼	102¼
River. Silk, B	2	..
Stand. Fuel, p.	63	..
Stedman, pf. $50	54	57¼
Sutton Horsley	.80	1.25
Tor. Carpet, c.	69	..
Do., pref.	72	..
Un. Steel, A, pf.	23¾	24¾
Viceroy Mfg., c.	13	..
Do., pref.	23¼	..
West. Grain, un.	..	33¼
Trust & Loan Stocks:		
British Mtge.	120	..
Brockville Tr.	44	..
Capital Trust	..	30¼
Comm. Fin., c.	7	8
Eastern Tr.	150	..
Grey B. Tr. $50	45	..
Guelph & O. $50	48	..
Indust. Mtge.	25	30
Lambton Loan	35	..
Lond. & W. Trust	36	..
Midland Loan	14¼	..
Montreal Tr.	65	75
N. S. Trust	142	..
Premier Trust	36	..
Royal Trust	65	75
Sherbrooke Tr.	120	..
Sterling Trust	53	..
Trusts & Guar.	36¼	..
Victoria Trust	74	..
Waterloo Trust	100	..
Insurance Stocks:		
Brit. Amer.	50	..

	Bid
Canadian Fire	72
Canada Life	327¼
Confed. 30% pd.	128
Continental L.	..
Crown Life	250
Dominion Fire	138
D. of Can. Gen.	125
Dom. Life	176
Empire, 25% pd.	6
Excelsior 40% pd.	78
Great-West Life	247¼
Halifax Fire	15¼
Imperial Life	250
Manufac. Life	230
Monarch Life	33
Maritime Life	21
National Life	8¼
Sov. L. 50% pd.	16
Sun Life	325
Tor. General	4¼
Western Assce.	45
Do., pref.	40
Western Life	12
Investment Trust Sha	
Deb. & Sec., pf.	72
Inv. Found. un.	43
Sec's. Hold., pf.	19¼
Th. Can. Inv. Tr.	2¼
Theatre Stocks:	
Allen's St. Cath. units	65
Do., Kingston	64
Do., Toronto, p.	34
Mansf. Theat., p.	62
Para. Kitch., p.	47
Do., Oshawa, c.	10
Do., Oshawa, p.	83
Power Issues:	
Can. W. N. Gas	28
Do., pfd.	105
Gt. Lakes Pr., p.	102
N. B. Tele.	11¾

Unlisted Mines
Toronto, Sept. 21, 1943

	Bid	Ask
Albany R	.11	.12
Aljo	.24	.26
Algoma C	.28	.31
Amalg K	.17	.18
Amalg Ld	.57	.60
Amicmica	.28	.31
Annamaq	.13	.15
Area	.12¼	.13¼
Arntfield	.01¾	.02¼
Athona	.03	.04
Banca	.47	.50
Barb Lard	.09	.10
Brock	.11	.13
Calder B	.05	.06¼
Cent Mani	.03	.03¾
Cheminis	.11¼	.12¼
Classic S	.16¼	.19
Clifton C	.11¼	.14
Cock RL	.04¼	.05
Coin Lk	.09¼	.10¼
Columbier	.12	.15
Con Chib	.12	.15
Crowshore	.03	.06
Detomac	.26	.30
De Santis (new)	.06¼	.08¼
Dona Pat	.07¼	.08¼
Eastward	.16	.18
Electra	.08	.10
Enter Fl	1.35	1.45
Goodrock	.04¼	.06
Grt Lk Ir	.14	.17
Gunflint	.20	.23
Harpers M	.06	.08
Hayes Cd	.05	.05¼
Highridge	.08	.11
Hoyle nw	.13¼	.14¼
H P Porc	.06	.07¼
Laguerre	.16	.18
Lk Geneva	.03	.05
Lar-Add	.09¼	.10¼
Larder U	.13¼	.17¼
Largold	.17	.20
Magnet C	.26	.28
Majormica	.18	.24
Marbenor	.24	.26
Martin Bd	.06¼	.07
Matache	.12	.15
Metalore	..	.12
M Cont O	.13¼	.15
Moffatt H (new)	.08	.09
Mosher	.11¼	.12¼
Moosew'd	.19¼	.21
McManus	.04	.05
McMar'ac	.14¼	.15¼
Na Malar	.33	.35
Naybob	.02¾	.03¼
Nick Off	1.25	1.35
Norbeau	.40	..
Norseman	.13	.14¼
North Tin	.02	.03¼
Oklend	.04¾	.05¼
O'Leary M	.05¼	.06
Opemiska	.00	.11
Orpit	.04	.05
Pacific R	.77	.82
Pascalis	.31	.34
Pelangio	.10¾	.11¼
P Coldwll	.40	.46
Pontiac R (old)	.14	.15
Presdor	.03¼	.04
Propriety	9.60	9.80
Que Mani	.21	.22
Rand Mal	.27¼	.29
Raylartic	.17	.20
Rebair	.43	.48
Rhyolite	.01¼	.02
Ritoria	.06	.08
Rouge D	.12	..
S A G A	.50	.55
Sheldon	.22	.24
Springer	.65	.68
Stadacona	.12	..
Thoms L	.13	.15
Tomah Ir	.68	.72
Tombill	.13	..
Tovarich	.08¾	.09
Union Min	.05¼	.07
Wesley	.02¼	.03
Wst Shore	.06¾	.07
Y David'n	.27	.30

Wheat Prices

Winnipeg Grain Futures
Week of Sept. 20, 1943

Crop year from Aug. 1, 1943 High	Low		High for week	Low for week	Close Sep. 20
		Wheat			
1.18⅛	1.07⅞	Oct.	1.18⅛	1.13½	1.17⅜
1.17¼	1.06¼	Dec.	1.17¼	1.12½	1.16¼
1.16⅛	1.06½	May	1.16⅛	1.12⅛	1.16
		Oats*			
.51½	.51½	Oct.	.51½	.51½	.51½
.51½	.51½	Dec.	.51½	.51½	.51½
.51½	.51½	May	.51½	.51½	.51½
		Barley*			
.64¾	.64¾	Oct.	.64¾	.64¾	.64¾
.64¾	.64¾	Dec.	.64¾	.64¾	.64¾
.64¾	.64¾	May	.64¾	.64¾	.64¾
		Rye			
1.00¾	.90¾	Oct.	1.00¾	.98	.99⅞
1.01⅜	.90⅜	Dec.	1.01⅜	.97⅞	1.00½
1.02⅞	.92⅛	May	1.02⅞	.98⅞	1.01½

*At ceilings.

Cash Quotations
For Week

Wheat	Sept. 20, 1943 High	Low	Prev. Week High	Low
1 Nor.	1.20⅜	1.16⅞	1.15⅞	[illegible]
2 Nor.	1.14¼	1.10⅜	1.09⅞	[illegible]
3 Nor.	1.12⅛	1.05⅞	1.05	[illegible]
4 Nor.	1.08⅛	1.01⅞	1.01⅜	[illegible]
5 Wheat	1.05½	1.00⅝	1.00⅛	[illegible]
6 Wheat	1.04½	.99⅞	.99⅜	[illegible]
Oats:				
2 C. W.	.51½	.51½	.51½	.51½
3 C. W.	.51½	.51½	.51½	.51½
Barley:				
1 Feed	.64¾	.64¾	.64¾	.64¾
2 Feed	.64¾	.64¾	.64¾	.64¾
Rye:				
2 C. W.	.99½	.97⅝	.98¾	.97⅝

Oil Royalties

Producing Wells — Prices and Payments

	Aug. daily quota bbls.§	Mar. 15 daily quota bbls.§	May pay. 1% $	June pay. 1% $	July pay. 1% $	Total to July 31 1% $	Offering price* per 1% $
Ace No. 1 gross	300	386	152.18	129.08	140.37	5,287.37	....
Alta. Oil Inc. No. 1 gr.	65	65	26.80	26.80	27.60	3,819.60	1,000
Do., No. 1 net	65	65	22.00	21.20	20.40	4,306.00	....
Do., No. 2 gr.	300	389	126.40	140.00	132.60	5,387.80	4,300
Do., No. 2 net	300	380	104.00	121.60	98.40	6,819.40	....
Allied No. 1 pfd.	93	93	36.80	38.86	35.27	1,785.04	1,200
Arrow No. 1 net	115	135	45.00	35.00	18.00	1,056.15	....
Do., No. 2 net	150	170	57.00	56.00	51.00	1,934.20	1,300
Atlas No. 1 net pfd.	80	...	‡36.40	39.20	36.00	......	1,300
Atlas-Br. D. No. 2 net	400	450	309.20	262.80	199.20	......	5,300
Atlas-Br. D. No. 3 pfd.	350	430	....	....	63.60	......	5,600
East Crest No. 5	115	115	66.00	63.60	46.40	773.60	1,800
Independent No. 1 pfd.	175	200	106.00	86.89	102.74	......	3,000
Do., No. 1 gr.	175	200	93.74	82.32	94.34	2,824.02	....
Major Oil No. 1 pfd.	50	95	30.00	40.00	13.60	1,069.30	....
Do., No. 1 gr.	50	95	38.80	37.60	22.40	1,905.00	....
Do., No. 2 net	330	350	154.80	137.20	104.40	5,581.20	4,100
Do., No. 2 gr.	330	350	171.60	156.60	144.40	7,228.60	5,100
Do., No. 3 net	450	588	242.40	228.40	168.80	7,827.60	....
Do., No. 3 gr.	450	588	253.60	244.80	223.60	......	....
Do., No. 4 pfd.	75	125	39.60	20.40	....	......	....
Do., No. 4 gr.	75	125	37.20	30.00	19.20	......	....
Do., No. 7 pfd.	350	500	287.20	272.80	193.60	2,564.40	6,800
Do., No. 7 gr.	350	...	208.80	198.40	168.80	......	....
Do., No. 7 dfd.	350	500	....	....	....	......	4,000
Do., No. 8 pfd.	190	225	108.80	107.20	108.40	1,006.00	3,100
Do., No. 8 gr.	190	225	84.80	89.20	84.40	1,444.80	3,200
Do., No. 8 dfd.	190	225	....	....	....	......	1,300
Do., No. 9 gr.	200	320	174.80	160.80	96.80	2,170.20	....
Do., No. 9 pfd.	200	320	196.40	173.60	99.60	1,034.00	....
Do., No. 9 dfd.	200	320	....	....	....	......	1,300
Miracle No. 1 net	320	300	110.51	104.18	103.60	5,726.78	3,100
Do., No. 1 gr.	320	300	153.37	142.41	143.09	5,804.50	5,100
Do., No. 2 pfd.	135	200	87.31	68.04	71.11	......	2,300
Do., No. 2 gr.	135	200	77.10	57.69	62.61	1,507.38	....
Miracle No. 3 pfd.	180	...	....	....	....	......	1,400
Do., No. 3 gr.	180	...	186.62	122.83	138.62	......	4,400
National Vulcan	150	...	....	....	....	......	2,800
Twin City No. 2 gr.	180	...	86.04	93.10	93.47	......	....

* Approximately 25% over dealers' bid price.
§ Approximate. ‡ April payments.

Significant Investors' Index Numbers

No. of Securities	Mach. and equip. 8	Pulp and paper 7	Mill-ing 3	Oils 4	Textiles and cloth-ing 10	Food and allied prod. 12	Bever ages 7	Bldg. mater. 15	Power and trac-tion 14	Banks 8	Total utili-ties 18
(Base 1935-39=100)											
*1935 to date:											
High	134.5	234.4	149.7	123.7	135.7	118.3	138.2	153.4	146.8	118.2	145.0
Low	69.7	51.6	61.2	41.2	78.4	73.5	79.3	68.7	60.2	69.0	65.2
1943: Monthly Figures:											
Jan.	90.3	75.3	82.4	62.9	114.3	88.2	109.7	84.0	88.5	76.7	90.0
Feb.	94.0	75.8	88.3	67.2	117.4	88.1	111.8	85.0	88.0	78.6	88.0
Mar.	96.7	77.1	89.5	65.6	118.1	81.6	113.9	85.3	88.6	80.2	92.1
April	100.8	79.6	83.3	67.7	121.1	87.4	128.2	89.5	95.8	80.9	101.4
May	104.0	89.3	91.6	67.9	119.9	88.7	128.1	91.4	101.0	80.5	106.2
June	108.6	94.7	96.0	73.2	124.0	89.4	133.5	93.1	111.1	81.4	111.1
July	110.5	106.8	94.1	84.9	126.0	91.5	137.9	94.5	111.3	81.7	112.4
1943: Weekly Figures:											
Aug. 5	109.1	106.0	93.0	81.7	125.0	93.1	139.3	93.4	110.5	80.9	110.3
Aug. 12	108.5	106.2	92.6	81.2	125.2	95.8	134.4	93.9	109.7	82.6	109.4
Aug. 19	109.9	106.5	92.6	82.7	127.3	93.2	139.7	93.6	108.6	83.2	109.5
Aug. 26	109.3	103.8	92.7	81.9	126.0	93.2	137.6	93.3	108.0	83.4	108.7
Sept. 2	110.1	101.5	90.3	82.8	125.9	91.6	138.8	92.5	108.1	83.2	109.4
Sept. 9	111.4	103.5	90.6	83.7	125.5	92.3	138.1	92.1	110.0	83.6	109.6
Sept. 16	111.0	103.9	92.2	82.9	125.5	93.8	136.9	92.1	110.0	82.7	109.9

*High and low for years from 1935 to date inclusive are based on weekly figures issued by Dominion Bureau of Statistics.

Toronto Stock Exchange Index

	20 Indust.	20 Golds	10 B.M.	15 W.O.
Sept. 21	123.46	100.30	74.67	25.15
Sept. 20	123.47	100.88	75.01	24.97
Sept. 18	122.88	100.92	75.09	24.78
Sept. 17	122.35	100.37	74.80	24.76
Sept. 16	122.14	99.80	74.35	24.75
Sept. 15	122.31	99.23	74.51	24.70
Month ago	121.75	93.34	73.27	25.50
Year ago	85.87	60.48	59.26	15.55
High 1943	124.65	100.99	76.40	26.82
Low 1943	98.88	70.64	65.57	18.14

Montreal Stock Exchange Averages

	10 Util.	20 Ind.	30 Chd.	10 Pprs.
Sept. 21	61.9	81.4	74.9	120.10
Sept. 20	62.2	81.4	75.0	120.57
Sept. 18	62.0	81.2	74.8	115.95
Sept. 17	61.6	80.7	74.3	116.23
Sept. 16	61.6	80.7	74.3	115.31
Sept. 15	61.5	80.6	74.2	114.42
Month ago	61.3	79.5	73.4	113.99
Year ago	42.9	54.6	50.7	52.00
High 1943	63.3	82.4	75.9	129.86
Low 1943	51.8	63.4	59.5	74.07

STOCKS NOT TRADED THIS WEEK

	Div. rate %	Last sale	Sept. 20 Bid	Ask
Acme Glove	...	7¼	5¾	7¼
Do., pref.	6.50	71	..	80
Agnew Surp.	.80+.20	13	12¼	..
Do., pref.	7	111	111	..
Algoma Steel, pf.	5	90	90	92¼
Aluminium, pfd.	6	119¼	123¾	..
Amer. Cyn. (B)	.60	37	33	..
Ang. Can. Tel., p.	2.75	46¼	46	48
Assoc. T.&T.A., c.	...	1	1¾	..
Ault & Wiborg	5.50	103	103¼	..
Bk. Car. Nat.	6	131	132¼	..
Bk. Toronto	10	252	252	255
Barber Ellis	.37½*	8¼	6	..
Barker's Bread	...	3	2¾	3
Do., pref.	...	30	28	..
Beath & Sons	.80	8	7	8
Beatty Bros. (B)	...	10	14	..
Do., 2nd pref.	7	113	113	114
Beaver Lumber	...	5¼	6	..
Do., pref.	...	110	103¼	..
Belding Cort., c.	4+2	87	86¼	..
Bertram & Sons	.30+.10	8	9	10
Blue Top Br. (A)	.60	12¼	14	..
Brand. Hender.	...	4¼	4	6
Brant, Cord., pf.	1.30	26	25¾	..
Bright, T. G.	...	6¼	5	6¼
Do., pref.	6	92	90	..
Bruck S. Mills	.40	8	7¼	8¼
Burlington St'l	.60	10¼	10	10¼
Caldwell Linen	†.25	5¼	5	5¼
Do., 1st pref.	1.50	24¼	24¾	..
Do., 2nd pref.	.80	10¼	10¼	11
Calgary Power, pf.	6	104	104	..
Can. Cr. Stone	.40	5	4¾	..
Canada Cycle, p.	5	105¼	105¼	..
Can. Forg. (B)	‡1.50	30	34¼	35
Can. Iron	...	73	75	78
Do., pref.	6	88	..	89
Canada Life	20	360	..	..
Can. Starch	.50	11	..	10
Do., pref.	7	110	110¼	..
Can. W. Cable (A)	4	65	65	67
Can. Bronze, pf.	5	108	107	..
Can. Celanese, rgts.	1	22	22¼	..
Can. Cottons, pf.	6	126	122	..
Can. Fairb., pf.	•6	110	105	..
Canadian Fire	4	71	70	..
Can. For. Inv., pf.	8	105	105	..
Can. Gen. Elec.	8	205	206	..
Can. Gen. Secs. (A)	...	6¼	5¾	..
Do. (B)	...	6¼	5¾	..
Can. Lt. & Pr.	1	15	14¼	..
C. Tube & Stl.	...	6	..	..
Do., pref.	1.75*	105	..	..
Do., 2nd pref.	...	7	..	..
Can. Vickers, c.	...	6	6¼	6¼
Can. Wallpaper (A)	1	10	12	..
Do. (B)	1	12	12	14
Can. West'house	2	45¼	45¼	..
Carnation, pfd.	4	117	117	..
Catelli Food, pf.	.75	14	13¾	..
Celtic Knit	...	1.60	1.50	..
Cent. Can. L'n.	8	130	125	137¼
Chart. Trust	4	75	75	88
City Gas & El.	...	.25	..	.25
Coll. Terminal	.25	5¾	5¾	7
Do., pref.	.25	5¾	5¾	6
Comm. Alcohol, pf.	.40	6¼	6¼	6¼
Conduits Nat.	.40*	4	4¼	4¼
Cons. Div. Sec., c.	...	.15	.20	.45
Cons. Fire Co.	...	..	3¾	..
Cons. Press	.40	6	5¼	6
Cons. Sand., pf.	4	78	75	..
Corr. P. Box, p.	7+7▲	88	88	90
Cres. Cream, pfd.	4	45	45¼	..
Crown Dom. Oil	...	1.25	1.25	..
Crow's N. Coal	3	38	37¼	38
Cub Aircraft	...	1.05	1.00	1.25
David & Fre. (A)	1+.15	16	15¾	16
de Havilland	...	4¼	4¼	4¾
Do., pref.	...	85	66¼	72
Distill-Seagram, pf.	5	111¼	109	113¼
Dom. Ang. Inv.	4	23	33	..
Do., pref.	5	75	80	..
Dom. Engineer	2	32	32	35
Dom. Fabrics	.60*	9¼	9¾	10¼
Do., pref.	3	50¼	50¼	..
Do., 2nd pref.	1.50	22¼	22¼	22¼
Dom. Scot. Inv.	...	1.00	.70	2.00
Do., pref.	2*	33	31	33
Dom. Square	...	3	2¾	..
East Koot. Pr.	...	.50	..	.50
Do., pref.	...	5	9	..
East Dairies, c.	...	.50	.55	1.00
East Steel	1	16	16¼	17¼
East Theatres	‡.50	6¼	7	..
Economic Inv.	1.90	30	30	31
Electrolux	...	9¾	9¼	10
English Electric	1.12*	23¼	21¼	23¼
Do. (B)	...	4	3	5¼
Federal Fire	2.50+.50	..	51¼	..
Federal Grain	4▲	82	..	..
Fleury Bissell	...	1	1	..
Do., pref.	...	20	19	24
Ford Motor (B)	1	23¼	23	..
Freiman	...	1.10	1.00	..
Do., pref.	6	75	75	..
Gt. W. Saddlery	...	6	5¾	..
Do., pref.	3	32	33¼	40
Greening Wire	.60	12¼	12¼	13¼
Guaranty Trust	5	..	104	108
Gurd, Chas., pf.	...	95	75	..
Halifax Ins.	.80	15¾	15	15¼
Ham. U. Theat., pf.	5	97	97	101
Hillcrest Coll.	...	.50	.50	1.00
Holt Renfrew	...	6	5	..
Do., pref.	3.50	92¼	90	92¼
Home Invest. ($40)	...	13	15	..
Do., part. certs.	...	10	17¼	..
Hunts (A)	.50	12¼	12¼	15
Do. (B)	.50	12¾	11¾	12¼
Huron & E. Mt.	4	66¼	68	70
Do., 20% pd.	.80	11	11¼	12
Hydro Electric	...	4	3¾	5
Imperial Life	15	..	..	274
Imp. Varnish, c.	.50+.10	9¾	9	9¾
Indust. Accept., pf.	5	93	87¾	95
Inter-City Bak.	3+1	49	40	47
Inter'c Coal	3	40	..	..
Do., pref.	8	125	..	..
Inter. Bronze	.80	13	12	..
Do., pref.	1.50	23	..	23
Int. Metal Ind. p. A	6	97	95	97
Int. Nickel, pf.	7	160	..	153¼
Int. Paints	...	3	2	3
Do., pref.	1+.50▲	18	16¼	19
Int. Pap. & P.	...	15¼	..	..
Do., pref.	5	63¼	73¼	..
Int. Util. (B)	...	.30	.25	.30
Jam. Pub. Ser., pf.	7	101	101	..
Kelvinator	...	14	13¼	14¼
Lake of Woods, pf.	7	128	127	..
Landed Bank	4	58	55¼	65
Lang, J. A.	.70+.30	14¼	14¼	16
Langley's pf.	3	27¼	27	30
Legare, pf.	...	10¼	10¼	12
Levy Bros.	.10*	3	2¾	..
Lindsay, C. W., pf.	2	55	56	..
Mackenzie Air	...	1.00	..	..
Maclaren Pr.	1	17	18¼	19
M. L. Gardens	...	6¼	6	..
Do., pref.	.40	7¼	6¾	7¼
Maritime Tele.	.70	15	15	..
Do., pref.	.70	17	17	..
Marcus Loew's	...	25	32	..
Do., pref.	7	103	101	..
Melchers, c.	...	1¾	1	..
Mitchell, J. S.	2.50	44	45	..
Mod. Contain., pf.	5.50	100	96¾	..
Monarch Knit, c.	...	3	3	..
Monarch Life	12%	33	35	..
Montreal Cot., c.	4	72	70	75
Mont. Is. Pr.	...	.25	.25	1.00
Mtl. Refrig. & S.	...	1.25	1.00	..
Do., pref.	1.25	25	24	..
Montreal Tele.	*1.82	34	33¼	..
Moore Corp. p. (A)	7	188	186	..
Do., pref. (B)	7	276	..	..
Muirheads, pf.	...	5¼	8¼	..
Murphy Paint	.80	12¼	12	..
Do., pref.	5.50	..	99	..
National Tr.	8	160	160	165
North Star Oil	...	1.85	1.75	1.95
Do., pref.	.35	4¼	4¼	5¼
Nor. Can. Mtge.	...	6¼	6¼	6
Nor. Trusts	...	12¼	12	..
N.S.L. & Pr.	6	80¾	80	..
Do., pref.	6	109	109	..
Ontario Loan	5	105	105	113¾
Ont. Silknit, c.	...	1¼	..	4
Ont. Steel	1	14¼	..	15
Do., pref.	7	120	113¼	..
Pacific Coyle	.03	.35	.33	..
Pantepec Oil	...	8	8¾	10
Paton Mfg.	3*	55	52¼	..
Do., pref.	7	120	112	..
Porto Rico Pr., p.	7	100¼	100¼	..
Power Corp., pf.	6	96¼	94¼	..
Do., 2nd pf.	3	42¼	40¼	42
Pressed Metals	.50	7¼	7	8¼
Price Bros., pf.	5.50	80	79¼	..
Que. Telephone	.30*	4¼	4¼	..
Real Estate L'n	2	28	28	33
Regent Knit	.75	9¼	9¼	9¼
Do., pref.	1.60	21	20	21
Reliance Grain	...	16	8	..
Do., pref.	6.50	90	89	95
Rolland Pap., c.	.60	10¼	9¼	10¼
Sangamo	.30	15	17	35
Sarnia Br. (A)	...	16	15¼	17
Do. (B)	...	2¼	..	2¼
Scythes & Co.	1+.50	14¼	14¾	19¾
Do., pref.	1.75	25	25¼	..
St. Law. Flour	1.40+.50	35	34	..
Do., pref.	7	120	125	..
Stan. Chem.	1.25*	19	19	19¼
Stand Clay	...	4¼	4	6
Stedman Bros.	.60+.60	22	19¾	22
Sterling Coal	...	3	3¼	5
Stop & Shop	...	.25	.25	.70
Stuart, D. A., pf.	.80+.25	12¼	12¼	14
Supersilk H. A.	...	3	3	3¼
Do. (B)	...	3	3¼	..
Sup. Pete., com.	1	28	27	35
Tamblyn, pf.	2.50	53	52¼	..
Thayers	...	1.25	1.25	..
Do., pref.	2	25	25	29
Thrift Stores	...	10	8	10
Do., pref.	...	22	22¾	..
Tip Top Tailors, pf.	7	106	107	109
Tooke Bros., c.	...	1¼	1¼	..
Tor. Elevators, pf.	2.62½	52¼	53	54
Toronto Gen. Tr.	4	75	81	85
Traders Bldg.	...	46¼	50	80
Traders Fin. (A)	...	12	9¾	..
Do. (B)	...	8	9¾	..
Do., pref.	6	90	85	90
Do. (A) rights	1	9¼	13	..
Do. (B) rights	1	9¼	13	..
Tuckett Tob. p.	7	152	151	..
Twin City, pf.	3.50	80	78	..
Un. Amuse (A)	.80	16	16	..
Do. (B)	.80	16	16	..
United Distill.	.10*	2.25	1.25	2.50
United Secs.	...	8¼	..	10
Viau Bisc.	...	6	..	6¼
Do., pref.	5	60	55	..
Wellington Fire	2.50+1	..	58¼	..
W. Koot. Pr., p.	7	136	130	160
West C. Flour, c.	...	5¾	5¾	6¼
West Grain	...	1	..	..
Do., pref.	...	25	..	..
West Grocers	3+2	85	69¼	90
Do., pref.	7	120	120¼	..
Willson Stat., pf.	‡5	75	..	..
Wilsils	1	17¾	17¾	18¼
Woods Mfg., pf.	...	95	95	..
York Knitting 1st p	7	...	100	..

*Interim dividends paid in 1943.
‡Paid in 1942. ▲On arrears.
* Net after corporate income tax.

Mining Stocks

	Div. rate %	Last sale	Sept. 20 Bid	Ask
Arno	...	.02¼	.02¼	.02¼
Beaufor	...	.07	.05	.07
Berens River	†.06	1.10	.95	1.00
Brazil Gold	...	.01¼	..	.02¾
Camp Bird	...	.04¼	.04¼	..
Cartier Malartic	...	.03¼	.02¼	.03¼
Cent. Manitoba	...	.04	.03	.03¼
Century Mining	...	.06¼	.06	.08
Dentonia	...	.00¾	..	.00¾
George Copper	...	.16	.19	..
Goodfish	...	.02	.01¾	..
Grandora	...	.08	.08	.09
Grandview	†.01	.13	.11¼	.12
Great Falls M.	...	.03¾	.02¼	..
Home Gold	...	.00¼	.00¾	.00¼
Indian Mines	...	.01¼	..	.01¼
Kerr Lake	†.05	.11	.12	..
McGillivray C.	†.01	.22	.20	..
Mentor Exploration	...	.15	..	..
Norgold	...	.04	.03¼	.04
Northern Empire	▲.30	2.00	1.00	2.25
Pandora	...	.05	.05	.06
Prospectors Air's	...	.23	..	..
Quemont	...	.12	.07	.15
Red Crest	...	.02¼	.02¼	.05
Silbak Prem.	†.11	.75	.75	..
South. Amer. Gold	.20	4.15	..	..
Sunlock	...	.25	.25	..
Taylor Bridge	...	.05	.03¼	.05
Wellington	...	.01¼	.01¼	.01¾
Winnipeg R. Tin	...	.01	.00¼	.01

Supplementary Stock Quotations
(Furnished by Plaxton, McDonnell & Co., Toronto)

September 21, 1943

Miscellaneous Stocks:	Bid	Ask.
*Acme Farmers, pf.	83	89
Allens Lond. Thea., pfd.	45	..
Atlas Steels, 7% 2nd pf.	105¼	108
Brantford Roofing, c.	2¼	3¼
Can. Co-op. Wool.	8	10
Can. Fairbanks, com.	22¼	..
*Can. Gen. Rubber. pfd.	..	21
Can. Investors Corp.	5¼	6¼
Can. Paving 1st pfd.	1¼	..
Can. West. Lumber, c.	.60	.95
Cawthra Apts. pfd.	3¼	..
*Claude Neon 7% pfd.	5¼	..
Commer. Life 10% pd.	6	..
Eastern Steel 5% pref.	20¾	21¾
†Easy Wash. 7% pref.	10¾	11¼
Fed. Fdries & Steel c	.19	.25
Franco Oils	.35	.40
Highland Dairy, c.	1¼	..
Homewood Sanitarium	83	..
Hudson's Bay Ord	8¼	9¼
Insce. Exch. Bldg. c.	1	1¾
Milton Brick, com.	.08	.15
*Monarch Mtge. units	1	..
Nat. Hosiery com.	.95	..
Do. pref.	1.10	..
†Nor. Amer. Elev. 1st pf.	85	..
*Do., 2nd pref.	26	..
Do., com.	.40	2.00
Nor. Telephone, c.	1	..
Numaque Mining	.05	..
Pacific Coast Terminals	6¾	9
Que. Pulp & Paper pfd.	23¼	25¼
Ritchie Cut Stone pfd.	1¼	4
P. L. Robertson Mfg. c	23	..
Do., $2.50 pfd.	43	45¼
Sawyer-Massey com.	.75	1.10
St. John Dryd. 5½% pfd.	97	100
Sincennes McN. com.	2	2¼
Un. Farmers Co-op.	3	3¾
Waterloo Mfg., com.	5	5¾
York Trading, com.	3¾	5

*Issue carries arrears.
†Currently paying on arrears.

Commodities

	Latest week	Pre-vious week	Same week last yr.
Cattle	$11.26	$11.50	$10.50
Hogs	16.80	16.83	15.50
Copper, lb.	*.12	.12	.12
Cotton, lb.	.2114	.2109	.1964
Sugar, raw, lb.	*.0374	.0374	.0374
Wheat, Man. (bu.)	1.20⅜	1.15⅞	.89¾
Coffee, lb.	*.09⅜	.09⅜	.09⅜
Hides	*.15½	.15½	.15½
Weekly Indices			
U. S. Labor	102.8	102.8	99.2
Dow Jones (fut.)	93.56	93.24	85.57
Fishers	110.8	110.6	107.4
Monthly Indices			
Canada (D.B.S.):			
Retail (Aug.)	119.2	118.8	117.7
W'sale (July)	100.1	99.5	96.0
U. S. (June)	103.8	104.1	98.6
Gt. Brit. (June)	163.1	163.3	159.8

Note:—The base of indices is that 1926 equals 100. †Base 1935-39 equals 100. The British index is Board of Trade converted to 1930 base.

Base of price quotations is as follows: Cattle — Steers, good, over 1,050 lb., top price Toronto. Copper - electrolytic. New York. No. 7 coffee. Rio. Sugar—96 degrees centrifugal, c/f New York. Wheat — No. 1 Man. North., Ft. W.-Pt. A. basis. Cotton, raw, spot, N.Y.

* Ceiling prices fixed by the office of Price Administration.

Corporation Bonds
(Supplied by Investment Dealers' Association of Canada)

September 21, 1943

Public Utility Issues:	Int. Rate %	Due	Bid Sept. 21	Ask.	Bid Sept. 14
▲Alg. Cen. H.B.R.	5	'59	31¼	34¼	29
†Assoc. Tel. & T.	5¼	'55	96	98¼	94
B. C. Power	4¼	'60	102	104	102
B. C. Tel.	4¼	'61	107¼	109¼	107¼
†Calgary Pwr.	5	'60	112	114	111¼
Do.	5	'64	108	110	108
†Can. Nor. Pwr.	5	'53	107¼	109¼	107¼
*Dom. Gas & El.	6¼	'45	110¼	112¼	110¼
Gatineau Pwr.	5	'49	103	105	102
*Do., A	3¾	'69	107¼	109¼	107¼
‡Do., B	3¾	'69	102¼	104¼	103
Gt. Lakes Pwr.	4¼	'56	102	104¼	102
Do.	5	'57	102	104¼	102
*Int. Hydro-El.	6	'44	65	68	66
▲Inter. Power	6	'55	103	..	103
L. St. Law. Pwr.	5	'55	101¼	..	101¼
Macl'n-Que. Pr.	4	'59	102	104¼	103
Mtl. L. H. & Pr.	3¼	'56	106	108	105¼
Do.	3¼	'73	102¼	104¼	102¼
Do.	3¼	'63	102¼	104¼	102¼
†Mtl. Tramways	5	'51	104¼	106¼	104¼
†Do.	5	'55	93	95¼	93
Nat. Lt. & Pwr.	4¼	'61	101	104	101
N. S. Lt. & Pr.	4	'57	102¼	105	102¼
Ottawa L.H.&P.	4	'57	102¼	105	102¼
Ottawa V. Pwr.	5	'59	102¼	105	102¼
†Power Corp.	4¼	'59	100¼	103	100
Quebec Pwr.	4	'62	104	106	104
*Saguenay P., A	4¼	'66	117	119	117
‡Do., B	4¼	'66	106¼	108¼	106¼
St. Maurice Pr.	4¼	'70	104¼	106¼	105
Shaw. W. & Pr.	4	'61	104	106	104¼
†Do.	4¼	'70	114¼	116¼	114¼
Do.	4	'69	104¼	107	105
Union Gas	4¼	'50	101	103¼	101
*Twin C. R. Tr.	5¼	'52	103¼	105¼	102
†United Secs.	3	'52	96¼	99	96¼
‡Wpg. El., ser. A	5	'65	95¼	98¼	96
Do., B	5	'65	92¼	95¼	93
Industrial and Realty Issues:					
†Abitibi P. & P.	5	'53	74¼	77¼	74
Do., C.O.D.	5	'53	74¼	77¼	74
Acadia Sugar	4¼	'55	101	103	101
Do.	6	'54	101¼	103¼	102
†Alta. Pac. Grain	6	'46	105¼	107¼	..
Algoma Steel	5	'48	103	105	103¼
Atlantic Sugar	4	'51	101¼	103¼	101¼
†B. C. Pulp & P.	6	'50	97¼	100¼	97
‡† Do.	7	'50	80¼	83¼	80¾
*Brown Co.	5	'59	80¼	83¼	80¼
Burns & Co.	5	'58	82¼	85¼	83
Canada Cement	4¼	'51	103	105	103
Canada Electric	4¼	'65	98¼	101¼	97
Can. Paper	4¼	'52	100	103	100
Can. Steamship	5	'57	103¼	105¼	104
Can. Canners	4	'51	102	104	102
*Can. Int. Paper	6	'49	110	112	109¼
‡Can. Locomotive	6	'53	102¼	105¼	102¼
‡†Candn. Vickers	6	'47	99¼	102¼	99¼
C. P. R.	3¼	'51	101¼	103¼	101
Do.	4	'49	104¼	106¼	104
†Consol. Paper	5¼	'61	85¼	88¼	85
Dom. Coal	4¼	'52	100¼	102¼	100¼
Dom. Scott. Inv.	4	'52	100¼	103	100¼
Dom. Stl. & C.	6¼	'55	105¼	108	106¼
Dom. Tar	4¼	'51	103¼	106	103¼
Dom. Woollens	6	'53	100	103	100¼
†Donnacona Pap.	4¼	'56	86¼	89¼	86¼
*Dryden Pap.	6	'49	105	108	105
†East. Dairies	6	'49	92	95	92
Famous Players	4¼	'51	102¼	105	102¼
†Federal Grain	6	'49	106¼	108¼	106¼
†Fraser Cos.	6	'50	104	106	104
Galt Brass	5	'50	96¼	99¼	96¼
Gen. Stl. Wares	4¼	'52	101¼	104	102
*Great L. Paper	5	'55	99¼	102	99¼
*Gurney Fdry	5¼	'49	94	97	94
†Gypsum Lime	5¼	'48	104¼	107¼	105
Ham. By-Pr. C.	5	'55	102	105	102
Do.	6	'56	101	104	101
Ham. Cotton	4¼	'50	101¼	..	101¼
Inter-City Bak.	5¼	'48	102¼	105	102¼
Indust. Accept.	4	'52	96	98¼	96
Ins. Ex. Bldg.	3	'51	57¼	60¼	57¼
*Inter. P. Nfld.	5	'68	102¼	104¼	101¼
*Inv. Bond & Sh.	5	'47	52	..	52
†Kingston Elev.	6	'50	104¼	..	104¼
Lake St. J. P.	5¼	'61	95	98	95
Do.	5	'61	74¼	77¼	74
Legare	6	'61	94¼	97¼	94¼
Maple L. M.	3	'58	100	102¼	100

Municipal Bonds

Sept. 21, 1943

	%	Due	Bid	Ask.	Yld. %
†Halifax	5	1961	116.00	119.00	3.56
Hamilton	5	1950	111.00	114.00	2.72
Montreal	5	1945	98.00	102.00	*
Ottawa	4½	1945	103.00	104.50	2.07
†Quebec	5	1959	118.00	121.00	3.30
Saint John	5	1950	106.00	110.00	3.45
†Toronto	4½	1955	123.00	125.50	2.00
†Vancouver	5	1950	113.50	117.50	4.31
Winnipeg	5	1944	100.00	102.00	1.96

†Payable Can. & N.Y. *Flat.

Oil Stocks

Amalgamated	...	.10	.10	..
Madison	...	.03	...	.02¾
Marjon	...	.01¼	.01¼	.01¼
Marvel	...	.01	.01	.03
Mill City	†.03	.06¼	.07	..
Model	†.02	.22	.23	..
National Petroleum	...	.10	.10	.11
Nordon	...	.05¼	.04¼	.06¼
Petrol Oil & Gas	.02	.25	..	..
South West Pete	...	.23	.25	.35
Spooner	...	.07	.07¼	.10
Texas Can.	...	1.70	1.00	1.90
Vulcan	...	.21	.19	.26

† Interim paid in 1943. ▲ Paid in 1942.

Bond Redemptions

Bond Issues:	Rate	Year	Due	Price
Shawinigan W.	*4%	1961	Oct. 1	103
Hamilton Cotton	4¼%	1950	Nov. 1	101¼
Springer Sturgeon	6%	1944	Sept. 30	101
Ottawa L. Pr.	3¼%	1948	Oct. 1	101
Fam. Players† A	4¼%	1951	Oct. 20	102
Do., (B)‡	4¼%	1951	Oct. 20	102
Do., (B)■	4¼%	1951	Oct. 20	102

*$2,224,000 †$485,500. ‡$33,000. ■$66,000.

Stock Redemptions:

	Rate	Due	Price
Assoc. Brew.	*7%	Sept. 30	110
Dom. Fdrs. & Stl.	†6%	Oct. 15	105

*5,639 shs. †12,000 shs.

Drilling Wells

Well:	Drilling depth ft.	Offering price per 1%
Maryland Pete. pfd.	8,723	$3,200
Major Oil, No. 6 pfd.	8,553	3,500
Major Oil No. 6 gr.	8,553	7,500
Empire, pfd.*	....	1,100

* Ontario Acreage Royalty.

Corporation Bonds (Cont'd)

Man. Sugar	5	'60	104¼	107¼	104¼
Massey-Harris	4¼	'54	100¼	103	100¼
McColl-Fron.	4¼	'49	102¼	105	102¼
McCormicks	4	'52	100¼	103	100¼
Do.	4¼	'52	101¼	104	101¼
Mercury Mills	5	'59	101¼	104	101¼
Mersey Paper	5	'57	96	99	96
†Do.	6	'49	96¼	99¼	96¼
*M. & O. Paper	5	'60	108¼	110¼	108
Moirs Ltd.	6	'53	93	..	93
‡Mtrl. Drydocks	6	'48	95	98	95¼
Montreal Apts.	4	'54	55	58	55
N. S. Stl. Coal	3¼	'63	86¼	89¼	86
Price Bros.	5	'57	101	103	101
Do.	4	'57	94¼	97¼	93¼
*Prov. Paper	5¼	'47	104	107	104
Reliance Grain	4¼	'52	100	103	100
†Restigouche Co.	6	'48	104	106	104
Rolland Paper	4¼	'51	102¼	105	102¼
Ruddy, E. L.	6¼	'48	95	..	95
Silv. Dairies	6	'66	99	102	99
Simpsons, Ltd.	4¼	'51	102	104¼	102¼
Smith, Howard	4¼	'51	103¼	106	103¼
Stand. Lime	6	'44	99	..	99
Sterling Coal	6	'45	100	103	100
Stop Shop	3	'47	77	80	77
United Amuse.	5	'56	102¼	105	102¼
United Corp.	5	'53	100	..	100
*United Gas	5¼	'48	107	109	107
†Western Grain	6	'49	99	102	99

*Payable in Can. or U. S.
†Payable in Can., U. S. or U. K.
*Payable in U. S.
▲Payable in Canada only.
‡Traded without accrued interest.
▲Payable in Canada or U. K.

Dividends Declared

	This payment $	Date payable	Date of record
Alum. of Can., pfd.	1.25	Nov. 1	Oct. 1
Agnew Surpass, pf.	1.75	Oct. 1	Aug. 31
American Cyanamid	†.15	Oct. 1	Sept. 11
Do., pfd.	†.12½	Oct. 1	Sept. 11
Asbestos	.20+.10	Sept. 30	Sept. 1
Assoc. Brew.	.25	Sept. 30	Aug. 31
Do., pref.	1.75	Oct. 1	Aug. 31
Brit. Amer. Assur.	1.50	Oct. 1	Sept. 27
Beatty Bros. A	.25	Oct. 15	Sept. 30
Brantford Cord., pf.	.32½	Oct. 15	Sept. 20
Bell Telephone	2	Oct. 15	Sept. 23
Biltmore Hats	.15	Oct. 15	Sept. 30
Bralorne Mines	.20+.10	Oct. 15	Sept. 25
Blue Ribbon, pfd.	.62½	Nov. 1	Sept. 30
Brazilian Tr. pf.	1.50	Oct. 1	Sept. 15
B.C. Elec. Pr. pf.	1.50	Oct. 1	Sept. 20
B.C. Power (A)	.50	Oct. 15	Sept. 30
Bank of Nova Scotia	2.50	Oct. 1	Sept 15
Broulan Porc.	.03	Sept. 30	Aug. 31
Belding Cort.	1	Oct. 1	Aug. 31
Do., pref.	1.75	Oct. 1	Aug. 31
Brit. Amer. Oil	.25	Oct. 1	Sept. 8
Brockville Trust	.62½	Oct. 1	Sept. 20
Building Prod.	.15	Oct. 1	Sept. 15
Burlington Steel	.15	Oct. 1	Sept. 10
Calgary & Ed.■	.05	Oct. 15	Sept. 11
Can. Nor. Power	■.15	Oct. 25	Sept. 20
Do., pref	■1.75	Oct. 15	Sept. 20
Can. Perm. Mtge., c.	2.00	Oct. 1	Sept. 15
Canada Bread, pfd.	1.50	Oct. 1	Sept. 18
Do., B pref.	.62½	Oct. 1	Sept. 18
Canada Packers	1	Oct. 1	Sept. 1
Can. Steamships, c.	.50	Oct. 1	Sept. 1
Can. Canners	12½	Oct. 1	Sept. 15
Do., 1st pf.	.25+.05	Oct. 1	Sept. 15
Do., 2nd pf.	.15+.05	Oct. 1	Sept. 15
Canadian Car pf.	.52	Oct. 11	Sept. 21
Canadian Oil pfd.	2	Oct. 1	Sept. 20
Central Can. Loan	2	Oct. 1	Sept. 20
Canada Cycle	.30	Sept. 30	Sept. 10
Do., pref.	1.25	Sept. 30	Sept. 10
Can. Fairbanks, pf.	1.50	Oct. 15	Sept. 30
Can. Converters	.50	Oct. 30	Sept. 25
Can. Cottons	1.00	Oct. 1	Sept. 3
Do., pfd.	1.50	Oct. 1	Sept. 3
Can. Food Prod.	.30	Oct. 1	Sept. 15
Do.,	.50	Jan. 1	Nov. 30
Can. Investors	.10	Nov. 1	Oct. 5
Cochenour W. Gold	.03	Oct. 20	Sept. 30
Cons. Bakeries, ord.	.20	Oct. 1	Sept. 20
Can. Silk Products	†.37½	Oct. 1	Sept. 1
Canada Life	5	Oct. 1	Sept. 30
Can. Industries	1.25	Oct. 30	Sept. 30
Do., 7% pf.	1.75	Oct. 30	Sept. 30
Can. Gen. Elec.	.2	Oct. 1	Sept. 13
Can. For. Invest. c.	■1.30	Nov. 1	Oct. 1
Can. For. Inv., pf.	■2	Oct. 1	Sept. 1
Can. Breweries, pf.	.85	Oct. 1	Aug. 16
Can. Westinghouse■	.50	Oct. 1	Sept. 15
Cel. of Amer., c.	†.50	Sept. 30	Sept. 17
Do., prior pfd.	†1.75	Oct. 1	Sept. 17
Do., 2nd pref.	†1.75	Oct. 1	Sept. 17
Do., pref.	†1.25	Oct. 1	Sept. 17
Consumers' Gas	2	Oct. 1	Sept. 15
Central Patricia	.03	Sept. 30	Aug. 31
Can. Wire Box A	.37½	Oct. 1	Sept. 10
Chart. Trust	1	Oct. 1	Sept. 15
Cockshutt Plow	.25	Dec. 1	Oct. 30
Can. Celanese	.25+.25	Sept. 30	Sept. 17
Do., pref.	1.75	Sept. 30	Sept. 17
Can. Food Prod.	.50	Jan. 1	Nov. 30
Comm. Alcohols	.05	Oct. 15	Sept. 30
Do., pref.	.10	Oct. 15	Sept. 30
Carnation, pref.	†1	Oct. 1	Sept. 20
Dom. Oilcloth, p.	.30+.10	Oct. 29	Sept. 29
Dominion Bank	2	Nov. 1	Oct. 15
David & Frere A	.25	Sept. 30	Sept. 15
Dairy Corp.	1.25	Oct. 1	Sept. 15
Distillers Corp. pfd.	†1.25	Nov. 1	Oct. 15
Dominion Tar	1.37½	Nov. 1	Oct. 1
Dominion Textile	1.25	Oct. 1	Sept. 3
Do., pfd.	1.75	Oct. 15	Sept. 15
Dome Mines	■.40	Oct. 30	Sept. 30
Dom. Foundries, c.	.35	Oct. 1	Sept. 10
Dom. Glass	1.25	Oct. 15	Sept. 27
Do., pf.	1.75	Oct. 15	Sept. 27
Economic Invest., c.	.62½	Oct. 1	Sept. 1
Easy Wash., p.	.17½	Oct. 1	Sept. 15
Do., arrears	‡17½	Oct. 1	Sept. 15
East. Can. Savings	1.50	Oct. 1	Sept. 20
Eastern Trust	2	Oct. 1	Sept. 20
Fanny Farmer, c.	†.37½	Oct. 1	Sept. 11
Federal Pet., c.	.01½	Sept. 28	Aug. 31
Four Star Pete., c.	.01	Sept. 28	Aug. 31
Famous Players	.25	Oct. 1	Sept. 15
Foundation Co.	.35	Oct. 22	Sept. 30
Freiman, A.J., pf.	1.50	Oct. 1	Sept. 15
Gatineau Power	.15	Sept. 30	Sept. 1
Do., 5% pfd.	1.25	Oct. 1	Sept. 1
Do., 5½% pfd.	1.37	Oct. 1	Sept. 1
Gt. West. Sadd. pf.	.75	Oct. 5	Sept. 4
Do., 2nd pref.	.75	Oct. 5	Sept. 4
Guaranty Trust	1.25	Oct. 15	Sept. 30
Gt. L. Paper A B p.	.25	Oct. 1	Sept. 1
Gt. Lakes Power p.	1.75	Oct. 15	Sept. 30
Goulds Pumps, pf.	†1.75	Oct. 2	Sept. 22
Greening Wire	.15	Oct. 1	Sept. 1
Goodyear Tire	.62	Oct. 1	Sept. 15
Do., extra	1	Oct. 1	Sept. 15
Do., pref	.62½	Oct. 1	Sept. 15
Gt. West Life	3.75	Oct. 1	Sept. 20
Ham. Cotton, pfd.	.50	Oct. 1	Sept. 15
Ham. Un. Theat., p.	1.25	Sept. 30	Sept. 15
Hinde & Dauch	.25	Oct. 1	Sept. 4
Humberstone Shoe	.75	Oct. 7	Sept. 15
Huron & E. Mtge.	1%	Oct. 1	Sept. 15
Hollinger Cons.	.05	Oct. 7	Sept. 23
Imperial Bank	2	Nov. 1	Sept. 30
Imperial Tob.	.10	Sept. 30	Sept. 14
Do., pf.	3%	Sept. 30	Sept. 14
Inter City Bak. c	.75	Sept. 30	Sept. 14
Inter. Bronze	.20	Oct. 15	Sept. 15
Do., pf.	.37½	Oct. 15	Sept. 15
Intern. Metal A	.25	Oct. 1	Sept. 15
Do., pref. A pf.	1.50	Nov. 1	Oct. 15
Inter. Milling pfd.	•†1.25	Oct. 15	Sept. 25
Intern. Power pf.	1.75	Oct. 1	Sept. 10
Inter. Nickel, com.	†.50	Sept. 30	Aug. 31
Inter. Nickel, pf.	†1.75	Nov. 1	Oct. 4
Inter. Paper, pfd.	†1.25	Sept. 30	Sept. 22
Invest. Found.	.75	Oct. 15	Sept. 15
Indust. Accept. pf.	1.25	Sept. 30	Sept. 1
Jam. Pub. Serv.	.17	Oct. 1	Aug. 31
Do., pfd.	▲1.75	Oct. 1	Aug. 31
Kirkland Lake G.	.02	Nov. 4	Oct. 1
Lamaque Gold	.10+.10	Oct. 1	Aug. 31
Langley's pref.	■.50	Dec. 11	Dec. 3
Landed Banking	1	Oct. 1	Sept. 15
Lang, J. A. & Sons	.17½	Oct. 1	Sept. 10
Marcus Loews, p.	1.75	Sept. 30	Sept. 15
Maritime Tele.	.17½	Oct. 15	Sept. 20
Do., pf.	.17½	Oct. 15	Sept. 20
McColl-Fron. pfd.	1.50	Oct. 15	Sept. 30
Modern Contain.	.30	Oct. 1	Sept. 20
Do., pref.	1.37½	Oct. 1	Sept. 20
Moore Corp.	.55½	Oct. 1	Sept. 8
Do., A. B. pref.	†1.75	Oct. 1	Sept. 8
Murphy Paint	.20	Oct. 1	Sept. 10
Do., pref.	1.37½	Oct. 1	Sept. 10
Mtl. C.&D. Bank	3	Oct. 1	Sept. 15
Mtl. L. H. Pr.	.37	Oct. 30	Sept. 30
Montreal Telegraph*	.48	Oct. 15	Sept. 15
Nan.-Dunc. Util.	.25	Oct. 1	Sept. 15
National Grocers, p.	.37½	Oct. 1	Sept. 1
National Trust	2	Oct. 1	Sept. 15
National Brew.	.50	Oct. 1	Sept. 3
Do., pref.	.44	Oct. 1	Sept. 3
Nat. Steel Car.	1	Oct. 15	Sept. 15
Niagara W. Weav.	.25	Oct. 1	Sept. 8
Nor. Ont. Power	.12	Oct. 25	Sept. 30
Do., pref.	1.50	Oct. 25	Sept. 30
North Star Oil, pd.	.08¾	Oct. 1	Sept. 15
N. S. L. & Pwr. ord.	1.50	Oct. 1	Sept. 15
Ogilvie Flour	.25	Oct. 1	Aug. 30
Ontario Loan	1.25	Oct. 1	Sept. 15
Ont. Steel Prod.	.25	Nov. 15	Oct. 15
Do., pref.	1.75	Nov. 15	Oct. 15
Ottawa Elec. Rly.	.50	Oct. 1	Sept. 1
Ottawa L. Pr.	.15	Oct. 1	July 9
Do., pref.	1.25	Oct. 1	July 9
Petrol. Oil	■.02	Oct. 1	Sept. 15
Page-Hersey, c.	1.25	Oct. 1	Sept. 15
Perron Gold	■.02	Sept. 30	Aug. 31
Photo Engravers, c.	.25	Oct. 1	Sept. 15
Pressed Metals	†.25	Oct. 1	Sept. 1
Preston E. D., c.	.05	Oct. 15	Sept. 15
Price Bros., pf.	1.37½	Oct. 1	Aug. 30
Power Corp., pfd.	■1.50	Oct. 15	Sept. 20
Do., 2nd pfd.	■.75	Oct. 15	Sept. 20
Porto Rico Pr., pf.	1.75	Oct. 1	Sept. 10
Premier Gold	.01½	Oct. 15	Sept. 15
Prov. Paper, pfd.	1.75	Oct. 1	Sept. 15
Regent Knit. c.	.25	Oct. 15	Sept. 15
Do., pref.	.40	Dec. 1	Nov. 2
Riverside Silk, A.	.50	Oct. 1	Sept. 17
Royal Crest., c.	.01	Sept. 28	Aug. 31
Russell Ind.	.20	Sept. 30	Sept. 10
Do., pref.	1.75	Sept. 30	Sept. 10
St. Law. Corp. pfd.	.25	Oct. 15	Sept. 23
St. Law. Paper, pfd.	.75	Oct. 15	Sept. 23
Stand. Paving, pfd.	.31¼	Oct. 1	Sept. 21
St. Law. Flour	.35	Nov. 1	Sept. 30
Do., pref.	1.75	Nov. 1	Sept. 30
Sher. Williams	.15	Nov. 1	Oct. 10
Do., pref.	1.75	Oct. 1	Sept. 10
Sheep Creek G.	.03	Oct. 15	Sept. 30
Simpsons, pf.	1.62½	Nov. 1	Sept. 30
Silverwood D.	.20	Oct. 1	Aug. 31
Do., pref.	.20	Oct. 1	Aug. 31
South Can. Pwr. pd.	■1.50	Oct. 15	Sept. 20
Stand. Fuel, pfd.	1	Oct. 1	Sept. 15
Do., arrears	1	Oct. 1	Sept. 15
Stand. Radio A, B	.10	Oct. 10	Sept. 21
Stedman	.15	Oct. 1	Sept. 20
Do., pf.	.75	Oct. 1	Sept. 20
Smith H. Paper, pf.	1.50	Oct. 20	Sept. 30
Simon & Sons	.15	Sept. 30	Sept. 8
Do., pref.	1.75	Sept. 30	Sept. 8
Sun Life Assn.	3.25	Oct. 1	Sept. 15
South Amer. Gold	†.10	Oct. 4	Sept. 24
Sylvanite, c.	.03	Oct. 15	Sept. 1
Tamblyn, G.	.20	Oct. 1	Sept. 10
Do., pref.	.62½	Oct. 1	Sept. 10
Teck-Hughes Gold	■.10	Oct. 1	Aug. 31
Tip Top Tailors	.07½	Oct. 1	Sept. 1
Do., pfd.	1.75	Oct. 1	Sept. 1
Tor. Gen. Trusts	1	Oct. 1	Sept. 10
Toronto Mortgage	1.25	Oct. 1	Sept. 15
Traders Fin., pf.	1.50	Oct. 1	Sept. 15
Tuckett Tobacco, pf.	1.75	Oct. 15	Sept. 30
United Fuel A	.75	Oct. 1	Sept 10
Viau, pref.	1.25	Oct. 1	Sept. 20
Vulcan-Brown, c.	.01	Sept. 28	Aug. 31
Western Assur., c.	1.20	Oct. 1	Sept. 27
West. Koot. Pr. pfd.	1.75	Oct. 1	Sept. 22
Wood, Alex. & J., pf	1.75	Nov. 1	Oct. 15
Wabasso Cotton	1	Oct. 1	Sept. 20
Wr.-Hargreaves	.07½	Oct. 1	Aug. 26
Weston Geo., c.	.20	Oct. 1	Sept. 4
Wilsil.	.25	Oct. 1	Sept. 1
Do.,	.25	Jan. 2	Dec. 1
West. Grocers	.75	Oct. 15	Sept. 15
Do., pref.	1.75	Oct. 15	Sept. 15
Ymir Yankee G.	.01 6/10	Oct. 6	Sept. 25

†N. Y. funds. ■Subject to approval of Foreign Exchange Control Board. ‡Payment eliminates arrears. *Net after corporate income tax.
▲Subject to Jamaican Inc. Tax (30%).
•After this payment rate reduced to $4 per annum.

DIVIDEND NOTICES

Provincial Paper Limited

Notice is hereby given that Regular Quarterly Dividend of 1¾% on Preferred Stock has been declared by PROVINCIAL PAPER LIMITED, payable October 1st, 1943, to shareholders of record at close of business September 15th, 1943.

(Signed) W. S. BARBER,
Secretary-Treasurer.

TORONTO, Ontario.

The Dominion Bank

Dividend No. 244

Notice is hereby given that a dividend of two per cent upon the paid-up capital stock of this Institution has been declared for the quarter ending 31st October, 1943, making a total distribution of eight per cent for the fiscal year. The dividend will be payable at the Head Office of the Bank and its Branches on and after Monday, the first day of November, 1943, to shareholders of record of the 15th October, 1943.

By Order of the Board.

ROBERT RAE,
General Manager.

Toronto, 9th September, 1943.

Dominion Glass Company Limited

NOTICE OF DIVIDENDS

Notice is hereby given that a dividend of one and three-quarters per cent (1¾%) has been declared on the PREFERRED STOCK of the Company for the quarter ending the 30th day of September, 1943.

Notice is also hereby given that a dividend of one and one-quarter per cent (1¼%) has been declared on the COMMON STOCK of the Company for the quarter ending the 30th day of September, 1943.

The above Dividends will be paid on Friday, the 15th day of October, 1943, to shareholders of record at the close of business Monday, the 27th day of September, 1943.

By Order of the Board.

MERVYN OFFER,
Secretary.

Montreal, 23rd August, 1943.

Imperial Bank of Canada

DIVIDEND NO. 213

Notice is hereby given that a Dividend of two per cent (2%) has been declared for the quarter ending 30th October, 1943, payable at the Head Office and Branches on and after Monday, the 1st day of November next, to shareholders of record of 30th September, 1943.

By order of the Board.

H. T. JAFFRAY,
General Manager.

Toronto, 15th September, 1943.

City of Montreal

NOTICE

Bonds of the City of Montreal
Due: 15th May, 1940

The semi-annual interest on these bonds will be paid on 15th November 1943.
Transfer books will be closed from 15th October to 15th November inclusive.

L. ROBERGE,
Director of Finance.

Office of the Director of Finance,
City Hall,
Montreal, 20th September 1943.

St. Lawrence Corporation Limited

DIVIDEND NOTICE

NOTICE is hereby given that a quarterly dividend of Twenty-Five Cents (25c) per share has been declared on the issued and outstanding shares of Class "A" 4% Cumulative Convertible Preferred Stock of the Company, payable October 15th, 1943, to Shareholders of record at the close of business on September 23rd, 1943.

BY ORDER OF THE BOARD

L. A. Tucker,
Secretary.

820 Sun Life Building,
Montreal, Quebec.
September 16th, 1943.

St. Lawrence Paper Mills Company Limited

DIVIDEND NOTICE

NOTICE is hereby given that a quarterly dividend of Seventy-Five Cents (75c) per share has been declared on the issued and outstanding shares of Preferred Stock of the Company, payable October 15th, 1943, to Shareholders of record at the close of business on the 23rd September, 1943.

By Order of the Board.

L. A. TUCKER,
Secretary.

820 Sun Life Building,
Montreal, Que.
September 16th, 1943.

Cochenour Willans Gold Mines, Limited

(No Personal Liability)

DIVIDEND NOTICE
INTERIM DIVIDEND NO. 9

NOTICE IS HEREBY GIVEN that an interim dividend of three cents per share in Canadian funds has been declared on the issued capital stock of Cochenour Willans Gold Mines, Limited (No Personal Liability) and will be paid on the 20th day of October, 1943, to shareholders of record at the close of business on the 30th day of September, 1943.

By Order of the Board.

G. M. HUYCKE,
Secretary.

Toronto, Ontario, September 15th, 1943.

Hollinger Consolidated Gold Mines Limited

DIVIDEND NUMBER 375

A regular dividend of 1% has been declared by the Directors on the Capital Stock of the Company, payable on the 7th day of October, 1943, to shareholders of record at the close of business on the 23rd day of September, 1943.

Dated the 16th day of September, 1943.

P. C. FINLAY,
Secretary.

Winnipeg Grain

Steady Demand Boosts Prices

Latest Ottawa Bonuses Prove Highly Popular

From Our Own Correspondent

WINNIPEG.—The wheat market has continued its strong tone, not marked so much by important price advances on any day as by a continuance of steady, if small gains. Some of the strength last week was attributed to buying from Mexico, and some wheat was believed to have been taken on account of Switzerland.

Much of the buying in the Winnipeg pit comes by way of New York and Chicago, and some of it is supposed to be on investment account. The tight way in which the October future is held, however, and the fact that holders do not take advantage of the opportunity to switch to May at less than no carrying charge seems to indicate that it is the immediate demand for wheat which has caused prices to rise as much as any speculative interest. The market has shown capacity to absorb new offerings by farmers, frequently in the neighborhood of a million bushels daily, and sometimes more, while, from time to time, according to belief on the trading floor, the Wheat Board has been able to dispose of considerable blocks of its holdings.

The big order for Canadian flour for British account, recently announced by the Minister of Trade and Commerce, has not, so far as is known, been reflected directly in the futures market. Presumably futures have already been acquired against which wheat will be supplied to Canadian millers in this connection. Anxiety, however, of eastern millers to have ample stocks at hand in order to continue operations uninterrupted, has no doubt played a part in the keen demand for cash wheat in position at the lakehead.

Supplies of wheat in lakehead terminals have been steadily growing less as lake vessels have taken it away more rapidly that western railways have been able to deliver it there. At the end of last week there were less than 50 million bushels of wheat in store in terminals at Port Arthur and Fort William, against 130 million bushels in the same position a year ago. The opinion is widely held in trade circles that more lake tonnage is shortly to be available, as a result of joint efforts by the governments of Canada and of the United States. The latter, in addition to helping Canada to take care of overseas needs, is anxious to promote a heavy movement of wheat for feed into eastern states.

At the beginning of the crop year there was a good deal of anxiety about financial difficulties which might be forced on farmers through their inability to market more than small quantities of grain during the early part of the season, as a result of elevator congestion. It is interesting, therefore, to note that so far deliveries since Aug. 1 have run well ahead of those of last year during the same period.

Wheat deliveries up to the end of last week had been 33 million bushels, as against 22 millions last year, and coarse grains nearly 37 million bushels as against 11 millions last year.

The explanation is that by July 31, 1942 farmers had pretty well completed the delivery of 1941 grain and had to await the threshing of the new crop before making further deliveries. This year practically all farmers had a large carry over of old crop grain, and consequently were able to keep up deliveries at a steady rate, as rapidly as any space became available, with no break between the two crop years.

Announcement by the government at Ottawa of additional payments on oats, barley and flax represents the most popular, as well as the most unexpected government move in connection with grain marketing that has been made. Farmers are to get 10 cents a bushel more on oats, 15 cents a bushel more on barley, and 25 cents a bushel more on flax when they sell these grains. The additional money is to come from sales made to the United States, at prices above the ceiling levels which prevail in Canada.

Exporters have lately been willing to pay nearly 30 cents a bushel on oats, and up to 40 cents a bushel on barley, for permits to export these grains across the border, where higher prices in the United States will make up for such costs. But whether the Wheat Board, which issues these permits, will be able to collect enough money to balance the payments now to be made is not altogether sure. Movement to the United States is restricted by lack of railway cars, and, if not so restricted, would be limited by the necessity of shipping, at least for the present, the bulk of such grains to eastern Canada.

Paid By Companies

It is understood that elevator companies, when they buy oats and barley from farmers, will be expected to add these payments to the market price, and recover them later from the government. Details of the plan will probably be worked out before the end of the week. Safeguards have to be provided against the possibility of grain being sold out of country elevators, and then redelivered in order to take advantage of the equalization fee payment. Feed grain, of course, will have to be sold out of some country elevators, in order to supply farmers who need additional feed for their livestock. No longer will farmers be able to buy these grains from their neighbors, at the ordinary market price, because the seller will want to put his grain through an elevator in order to make sure of the extra payment.

Were it not for the advance which has taken place in wheat prices it could be predicted that farmers would sell coarse grains more freely, and turn to feeding wheat in larger quantities. Now, a large number of farmers are figuring closely to determine just what grain they can best afford to feed. All of them now yield returns regarded as satisfactory if sold as grain. All of them can be sold in the form of livestock, by skilful feeders, so as to yield a higher return, and it is believed that while a few farmers may be tempted to give up feeding operations, there will be no great liquidation of livestock, although there may be some.

The Business Of Farming

By GORDON L. SMITH

Since the beginning of war Great Britain has added several million acres to the area of agricultural land under cultivation. Definite figures are not revealed but apparently there has been a huge increase in food production. It is stated that civilian dependence upon outside imports has been reduced from a prewar figure of 70% to something around 30% at present. Naturally Canadian farmers are vitally concerned with such development as Britain by long odds is their biggest export market.

At first glance it would look as if food production in the Old Country has been doubled, but that would probably be a gross exaggeration. As the increase in home agriculture has been primarily designed to save shipping, the percentages announced are probably based on tonnage rather than value. This would mean that Great Britain has materially cut down on civilian imports of cheap bulky freights like grain, but stepped up imports of concentrated foods like fats, meats, dried eggs, etc.

* * *

A Planned Development

Such a trend will be perfectly in keeping with the policies advocated by many British agriculturists for some years before the war. These people argued that in normal or peace times British farmers should concentrate on high class livestock, dairying and poultry raising. Such an intensive kind of farming would produce the highest possible revenue per farm to offset the naturally high overhead of English agriculture. Under this type of farming, there would be a large acreage in grassland, but not, by any means, just ordinary pasture. It would be heavily fertilized, and specially seeded-down grazing land capable of taking care of perhaps several head of cattle per acre. Much of England, of course, is natural grassland, and produces several times the amount of feed most Canadian farmers in similar conditions would expect.

* * *

Create War Reserve

The English plan, undoubtedly, was to create a natural or agricultural reserve by building up large numbers of livestock and land greatly enriched by chemical fertilizer and the constant growing of leguminous clover. Then when war came along, this reserve would be used for feeding the domestic population in the event of close siege. Livestock would be slaughtered and eaten, and rich grassland ploughed and put into wheat.

And that, apparently, is exactly what has happened in Great Britain. Great crops of home-grown cereals, especially wheat, have made it unnecessary to import nearly as much bulky grain for the civilian population. Cattle and poultry have been slaughtered to replace vegetable fats formerly imported from the Far East. To Canadian farmers, the important point to remember in this British transition, is that it is a temporary war development.

* * *

War Development

The land cannot go on growing wheat indefinitely, especially without chemical fertilizers which are now unavailable owing to the demand from the munitions factories. Moreover, the cost of wheat production in Great Britain must be two or three times as high as in our own Prairie Provinces. Undoubtedly after the war, Great Britain will quickly revert to its former intensive type of agriculture, and depend on Canada once more for its very large supplies of cereals. In fact, extra cereals will be required to rebuild commercial livestock herds again. Since the beginning of the war, of course, a great deal of livestock, poultry, etc., has been liquidated, first, to replace vegetable fats no longer available, secondly, because shipping was unavailable to import the large amount of feed grain necessary.

Suggested Closing Grain Market Causes Surprise

Special Correspondence

OTTAWA.—Suggestions that the Winnipeg wheat market should be closed, which have been heard fairly frequently at the capital during recent weeks, have surprised many people who have assumed that the rising price of wheat, and the fact that the Winnipeg market seems to be disposing of large quantities of it, should be generally gratifying.

Wheat is one of the few important commodities in Canada on which there has been no price ceiling, and an advance in wheat threatens no other ceilings. There is a ceiling price on flour, based on a wheat price of approximately 78 cents a bushel, and the government makes up to millers such additional amounts as they have to pay for their wheat. The flour subsidy is now costing the Dominion Government at the rate of about $20 millions a year on the 50 million bushels of wheat milled for domestic consumption in Canada. That amount would not greatly disturb any one, for it is admitted that the flour ceiling is based on a very low wheat price.

But under present arrangements for supplying munitions and other supplies to Great Britain and other allied countries, it can be argued that the whole cost of wheat sent to Great Britain is borne by the Canadian Treasury. A rise of 10 cents a bushel means an additional cost of $20 millions on the 200 million bushels sent to Great Britain in the course of a year, and the rise of 30 cents or so from the basis on which Great Britain formerly negotiated purchases of Canadian wheat, means an additional cost of $60 millions or so to the Canadian Treasury.

On that account, some advisers to the government have argued that the recent advance in wheat prices should not be allowed to go too far, and that $1.25 per bushel, basis Fort William, represents the maximum allowable level. They were prepared to advocate closing the market before such a level should be reached, and guaranteeing such a price to farmers in the belief that such a step would be acceptable provided that the market had not yet gone that high.

Other advisers, with western sympathies, are prepared to argue that a price well above $1.25 per bushel should not cause uneasiness. It would, in their view, only help to restore an economic balance between the west and other parts of the country. Inflationary effects, they argue, would be checked by the fact that a great part of additional farm income in the west would go to paying off debts.

It is believed that the Government itself has shown little sympathy with the idea of closing the wheat market. That is not only because such a step, if taken obviously to prevent a rise in prices, would be regarded as politically impossible in view of the low prices western farmers have taken for a considerable number of years.

DIVIDEND NOTICES

Penmans Limited

Dividend Notice

NOTICE is hereby given that the following Dividends have been declared for the quarter ending the 31st day of October, 1943.

On the Preferred Stock, one and one-half per cent (1½%), payable on the 1st day of November to Shareholders of record of the 1st day of October, 1943.

On the Common Stock, seventy-five cents (75c) per share, payable on the 15th day of November to Shareholders of record of the 15th day of October, 1943.

By Order of the Board.

C. B. ROBINSON,
Secretary-Treasurer.

Montreal,
September 21, 1943.

Consolidated Bakeries of Canada Limited

NOTICE IS HEREBY GIVEN that a dividend of twenty cents (20c) per share on the outstanding shares in the capital stock of Consolidated Bakeries of Canada Limited has been declared payable on the 1st day of October, 1943, to shareholders of record at the close of business on the 20th day of September, 1943.

By order of the Board.

H. O. NEALE,
Secretary.

Chartered Trust and Executor Company

DIVIDEND

NOTICE is hereby given that a dividend of 1% has been declared on the paid-up Capital Stock of Chartered Trust and Executor Company for the quarter ending September 30th, 1943, payable October 1, 1943, to shareholders of record at the close of business September 15th, 1943.

BY ORDER OF THE BOARD

E. W. McNEIL,
Secretary.

Dated at Toronto,
September 8, 1943.

The Week in Business

	Aug.	July	June	May	Year Ago
■ Financial Post Production Index	255.5	254.4	252.7	256.8	249.0
National income, D.B.S. (c)	...	§749	§752	§752	658
Dom. war expend. (million $)	436.3	264.2	256.3	272.2	171.9
Dom. total revenue (do)	208.7	283.0	198.8	205.1	164.3
Dom. total expend. (do.)	470.3	498.9	322.0	325.0	299.8
Dept. store sales index no.	....	144.9	131.0	138.6	145.5
Retail sales index no.	....	155.8	155.5	154.5	150.4
Wholesale sales index no.	....	174.8	174.3	163.6	154.3
Country store (% change pr. yr.)	....	+17.6	+14.9	+13.8	+10.6
Divd. payment index♦	124.2	124.2	123.5	122.7	123.5
■Bank deposits (1935-39=100)	169.9	176.0	....	171.0	163.0
Cash and cheque pay. index	....	174.7	171.3	215.7	146.7
Bank debits (1935-39=100)	....	158.2	147.5	183.0	133.0
Money supply (c)	....	4,851	4,883	4,727	3,686
NEWSPRINT % OF CAPACITY—					
Production ratio	....	....	69.6	68.6	65.6
Shipment ratio	....	....	73.7	69.6	68.4
RAILWAY FREIGHT LOADINGS—					
■Tons (D.B.S. index)	182.8	190.3	201.4	191.7	163.0
■Cars (D.B.S. index)	138.7	148.0	147.0	142.5	129.6
COST OF LIVING—					
D.B.S. index	119.2	118.8	118.5	118.1	117.7
EMPLOYMENT INDEX No. D.B.S.—					
All industries	....	183.7	181.2	178.2	175.7
Manufacturing	....	226.5	224.2	222.9	209.5
Payrolls (June 1/41=100 (b)	....	145.7	143.6	139.8	129.5
Payroll index (a) (1937=100)	....	225	225	225	204
RAILWAYS—	1943	1942	1943 Jan. 1 to date	1942	Change %
■Carloadings (week Sept. 11)	62,781	60,995	2,373,943	2,352,576	+0.9
■C.P.R. gross (week Sept. 14)	$ 5,992,000	5,350,000	204,594,000	174,818,000	+17.0
C.N.R. gross rev. (July)	$ 39,832,000	33,133,000	250,316,000	202,548,000	+23.6
C.N.R. net rev. (July)	$ 8,696,000	7,732,000	53,631,000	45,751,000	+17.2
C.P.R. gross rev. (July)	$ 26,642,582	21,926,008	162,874,113	142,959,100	+14.0
C.P.R. net rev. (July)	$ 3,930,047	3,268,451	25,133,209	25,216,534	—0.3
IRON AND STEEL—(July)—					
Pig iron production (tons)	151,369	172,153	1,019,158	1,146,153	—11.0
Steel production (tons)	250,508	256,560	1,749,661	1,815,798	—3.6
CONSTRUCTION—					
■Contracts awarded (Aug.)	$ 23,865,300	31,771,200	142,159,000	198,811,000	—28.6
Building permits (July)	$ 9,697,625	10,677,733	44,964,922	61,979,026	—9.2
■Cement prod., bbls. (June)	826,000	1,077,000	3,000,353	3,469,443	—13.5
AGRICULTURE—					
Flour prod., bbls. (July)	1,945,123	1,590,219	14,104,738	11,315,427	+24.6
Cattle sales▲ (Aug.)	126,045	98,176	699,782	708,029	—1.1
Hog sales▲ (Aug.)	400,253	331,246	4,133,894	3,939,989	+4.9
SEA FISHERIES—‡					
Catch cwts. (June)	1,069,752	992,079	3,685,576	4,417,285	—16.6
Landed value (June)	5,711,877	3,716,970	14,816,993	10,452,840	+41.8
NEWSPRINT—					
■Production, tons (Aug.)	259,612	253,239	1,965,605	2,152,591	—8.6
Exports, tons (July)	269,139	226,971	1,630,131	1,747,258	—6.6
MINING AND OILS—					
Coal prod., tons (July)	1,365,648	1,497,196	10,259,354	10,965,905	—6.5
■Gold rec. (fine oz.) (Aug.)	255,878	363,368	2,501,625	3,164,991	—20.9
Petroleum prod., brl. (June)	826,119	856,746	5,037,870	5,240,038	—3.6
ELECTRIC POWER OUTPUT—(July)—					
Total monthly 1,000 kw.h.'s	3,404,077	2,965,671	23,028,472	21,578,055	+6.7
OTHER INDUSTRIAL FACTORS—					
Shoes, prod., pr. (July)	2,848,408	2,597,862	20,251,037	19,091,132	+6.1
■Cotton consump., lb. (Aug.	13,959,740	15,906,594	123,755,507	132,546,192	—7.1
■Cigarette cons. No.† (Aug.)	919,367	852,493	7,281,162	6,331,719	+14.9
FINANCE—					
■Bank debits† (Aug.)	$ 4,020,267	3,479,745	33,893,600	28,775,585	+17.7
■Bond sales† (Aug.)	$ 123,725	340,755	3,643,915	2,589,052	+40.7
Life insurance sales (July)	$ 51,228,000	44,868,000	332,103,000	283,648,000	+17.1

‡Unrevised figures covering N.S., P.E.I., N.B., Que., B.C.
▲Total at yards and plants. †000 omitted. •Millions of dollars.
♦Supplied by Nesbitt, Thomson & Co. *1935-39=100. (c) 000,000's omitted.
(a) Compiled by Canadian Bank of Commerce. (b) All industries. §Estimated.

TORONTO ELEVATORS
LIMITED
GRAIN
MASTER FEEDS
LINSEED & SOYA OILS
Also Owning and Operating
THE SARNIA ELEVATOR
CO. LIMITED
SARNIA ONTARIO
QUEEN'S QUAY, TORONTO

A NEW POST WAR WORLD

Many are suggesting plans for a new post war world. Our prairie farmers are interested in all this, too. They believe that if the freedom of international trade is restored so that the hungry people of the world are permitted to sell their goods in Canada and elsewhere, then will these people be able to buy all the Canadian wheat they need. The people of the world would be better fed, happier and more contented. Then, too, would our prairie farmers be moderately prosperous once again.

SEARLE GRAIN COMPANY, LIMITED
WINNIPEG, REGINA, SASKATOON, EDMONTON,
CALGARY, FORT WILLIAM, NEW WESTMINSTER

ESTABLISHED 1908 ADELAIDE 7151
A Complete Investment Service
WATT & WATT
6-8 Jordan Street
TORONTO
Members: TORONTO STOCK EXCHANGE
WINNIPEG GRAIN EXCHANGE
COMMODITY EXCHANGE INC. (N.Y.)

McCabe Bros. Grain Co.
LIMITED
Winnipeg, Canada
CANADA'S MOST COMPLETE GRAIN SERVICE
Specialists in Forage and Pea Seeds
VICTORIA FEEDS
OFFICES:
DULUTH MINNEAPOLIS, PORT ARTHUR, REGINA, EDMONTON

FEDERAL GRAIN
LIMITED
OPERATING TERMINAL ELEVATORS - FORT WILLIAM - PORT ARTHUR - VANCOUVER
436 COUNTRY ELEVATORS THROUGHOUT THE WEST
113 COAL SHEDS
Our Service and Facilities Guarantee Satisfaction

HALLET & CAREY
LIMITED
GRAIN - STOCKS - BONDS
Exporters - Grain Futures
Head Office — WINNIPEG, Man.
Branch — FORT WILLIAM, Ont.

DOUBLE RECLEANED AND RECLEANED WESTERN
... OATS ...
All Grades Feed BARLEY
SAMPLE WHEAT
BULK or SACKED
Barley Meal
All Grain Selected from Our Elevators in the Finest Growing Districts of Western Canada
Prompt Shipment from Fort William
For Quotations Write or Wire
NATIONAL GRAIN CO. LTD.
WINNIPEG

Since 1857
James Richardson & Sons
LIMITED
Grain Merchants
Shippers and Exporters
HEAD OFFICE
WINNIPEG
Branches Throughout Canada

Quebec Sees Power Needs Met 1943-44

Water Supply Above Normal at This Time — No Delivery Cuts

From Our Own Correspondent

MONTREAL. — Though wartime demands are at a record height, and still growing, Quebec anticipates that it will have sufficient hydro power to take care of all requirements this winter.

This forecast is qualified by the provision, if October and November rainfalls are average and ice conditions are not abnormally severe, especially for those plants located on the St. Lawrence.

Next January or February there might be a tight situation and a possible shortage running from 20,000 to 40,000 h.p. for a few days at a time, but otherwise the situation is well under control.

Marked Improvement

This represents a marked improvement over conditions prevailing a year ago.

At that time it was necessary for the Power Controller to issue orders restricting commercial use of electricity; staggering of work days in the pulp and paper industry; the taking away of power from that industry; and generally diverting all possible power to aluminum and other essential war industries.

There is no prospect of any change in regulations governing commercial use of power.

Paper Industry Better

Deliveries of energy to the pulp and paper industry were restored in full some time ago.

There is little prospect of any power diversion from the newsprint, pulp or paper industry this winter.

On balance, the Quebec power supply has improved to an extent that all additional wartime power requirements can be met, while the pulp and paper industry has had returned to it some 170,000 h.p. Even in the event of a possible power shortage this winter, all the pulp and paper companies would be asked to give up would not be more than 40,000, so that they would still be 130,000 h.p. better off than a year ago.

Improvement in Quebec's power supply is due to two factors; ample rainfall and installation of additional generating equipment.

Outstanding development, of course, was the bringing into operation of the Shipshaw power plant.

At present about 7 units are in operation, with work proceeding steadily on the next one.

Arrangements also are well advanced for transferring the two big units from Chute à Caron to the Shipshaw plant. These units were installed temporarily at the Chute until such time as the Shipshaw plant was ready for them. That time has arrived and transfer of the two units is under way.

In addition to Shipshaw, St. Maurice Power Corp. added a unit to its plant at La Tuque, while Shawinigan Water and Power Co. installed another unit in one of its plants on the St. Maurice.

Use Another Million

In the aggregate these three plants (assuming completion of Shipshaw) add about 850,000 h.p. to the generating capacity in Quebec.

This might easily lead to the assumption that the province has a reserve of generating capacity. Such is not the case. Additional potrooms have been set up by Aluminum Co. of Canada, while expansion in other war industries has gobbled up practically all the additional power made available, or planned to come into production between now and the end of the year.

Allied with the new generating equipment is the greatly improved water storage situation. A large percentage of the Quebec power industry operates in the winter time on stored water and the amount in storage when the freeze-up comes along determines the rate of operations.

This summer, precipitation has been exceptionally heavy.

In the St. Maurice Valley, one of the largest watersheds in the world, the present supply of water is about 10 billion cu. ft. above normal.

Present water level in the huge Gouin dam, at the headwaters of the St. Maurice River, is nearing the top. By the end of the late fall rains and floods, however, it is anticipated that flashboards will have to be put up on the dam to impound all the water available.

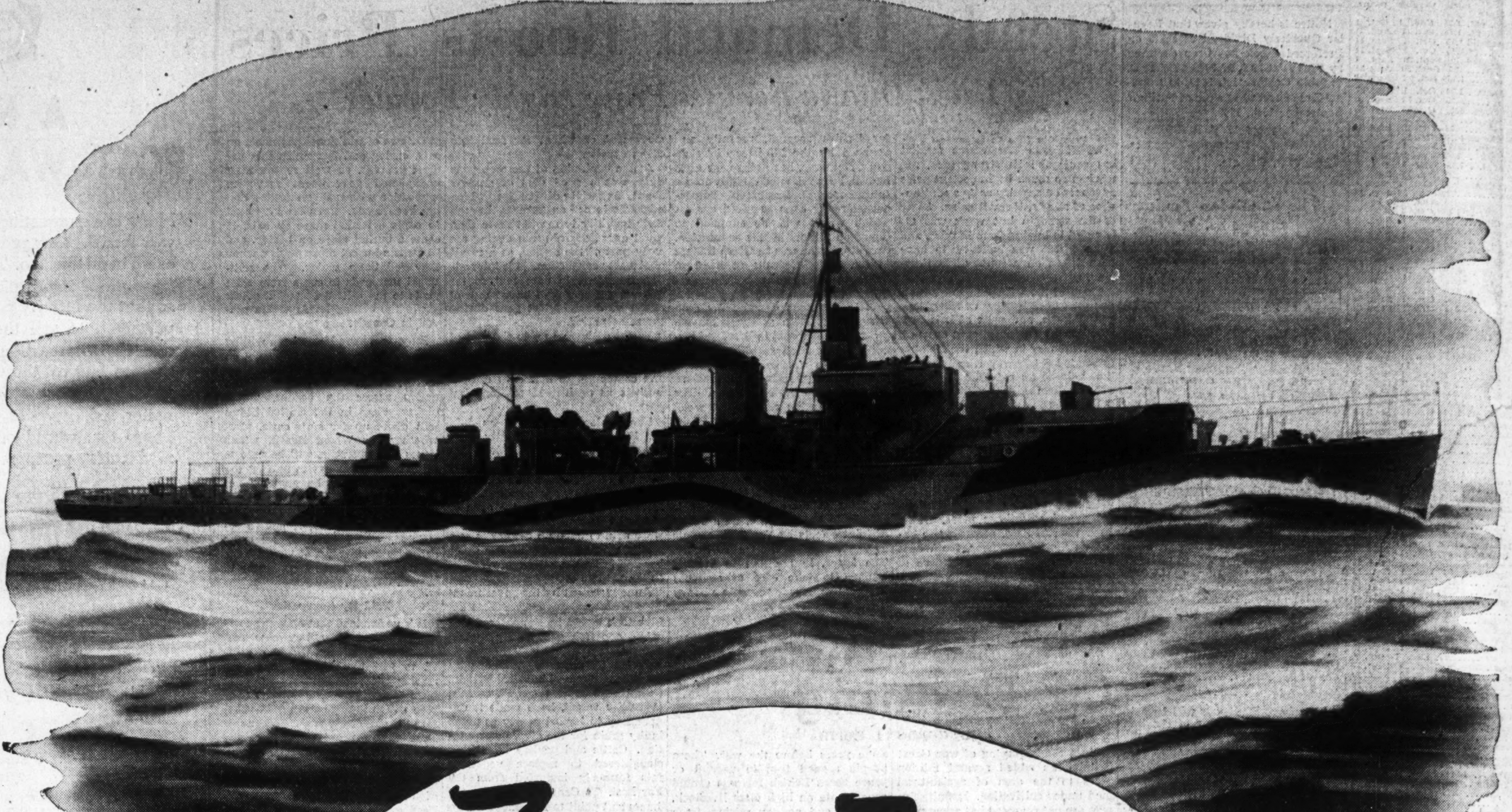
In the Saguenay region, the new Passe Dangereuse dam, built by Aluminum Co. of Canada and which it was hoped would be filled by the time winter set in, is not only filled, but flashboards have been set on top of the dam to a height of 10 ft.

With the waters impounded, and that in prospect in Gouin and Passe Dangereuse, power operators are considerably easier in mind about their ability to take care of next winter's power requirements.

A shortage of small proportions is possible, but with a measure of luck Quebec may be able to take care of all its own needs. Last winter, in addition to the conservation program, it was necessary to call upon Niagara Hudson Power and putting into operation two old steam Ontario Hydro for help, as well as plants in the Montreal area.

Ontario Petroleum & Asphalt, by agreement Aug. 24, optioned to Davenport Traders 900,000 shares at 20c. a share payable at the rate of 25,000 shares every 30 days. Company incorporated Aug., 1943, with an authorized capital of 1.5 million shares, n.p.v., of which 500,003 are issued.

WORKING FOR VICTORY AT VICKERS!



Fighting Frigates

FROM STEM TO GUDGEON THEY ARE

VICKERS BUILT

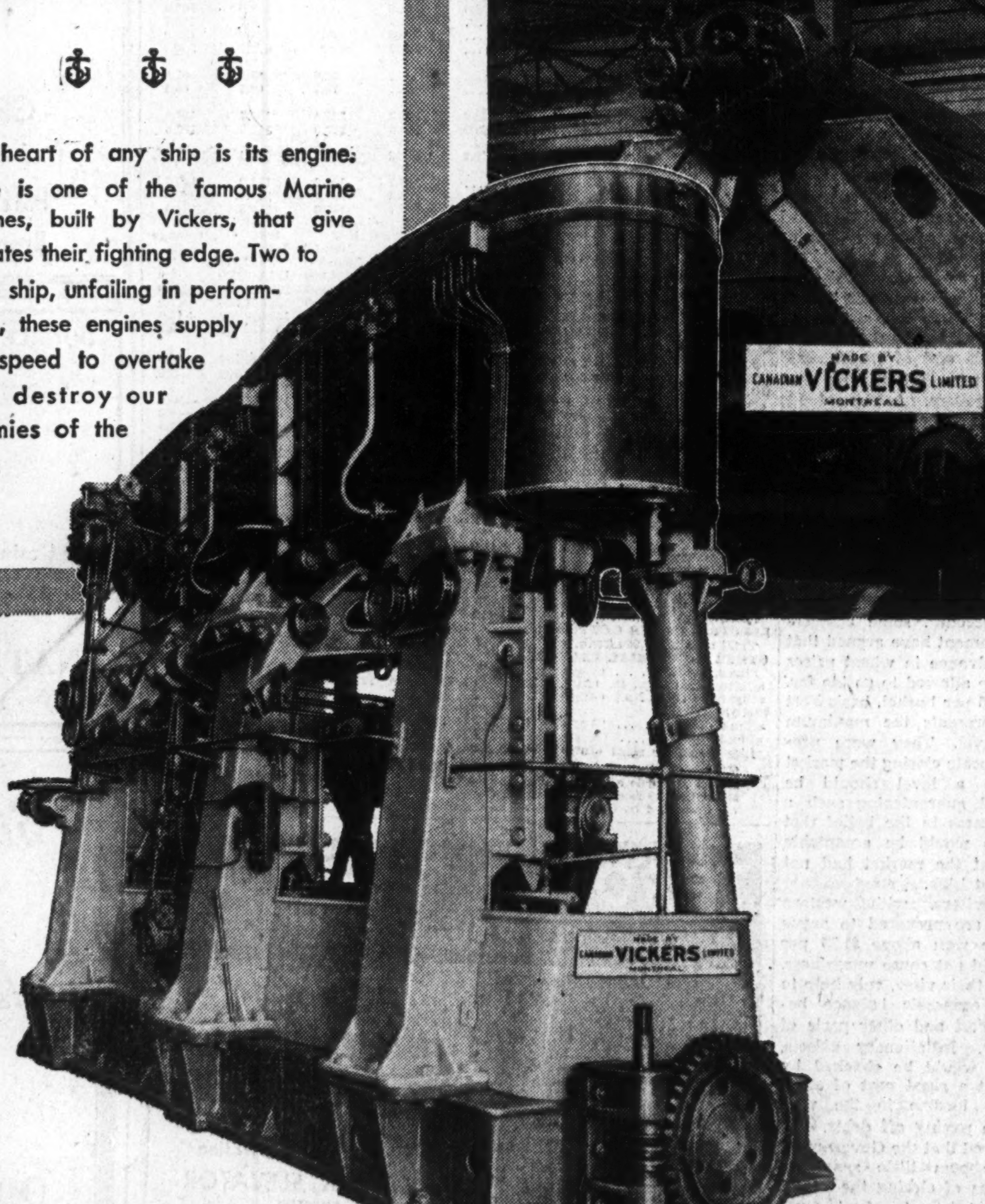
Frigates : : : speedy, deadly U-Boat hunters : : : are built by Canadian Vickers. Hulls, Engines, Boilers, Crankshafts—everything from the Naval Architect's blueprints—the drawing of the giant keels from the roaring furnaces to the last touch of camouflage paint—is produced in the vast Vickers shops and yards.

Frigates require power. Power to knife them through stormy seas,—power to out-manoeuvre the elusive enemy. Here are the great boilers, made in the Vickers Boiler shop, that supply U-Boat hunting Frigates with Power.

⚓ ⚓ ⚓

The heart of any ship is its engine. Here is one of the famous Marine Engines, built by Vickers, that give Frigates their fighting edge. Two to each ship, unfailing in performance, these engines supply the speed to overtake and destroy our enemies of the seas.

MADE BY
CANADIAN VICKERS LIMITED
MONTREAL



CANADIAN VICKERS LIMITED
HEAD OFFICE — MONTREAL
WINNIPEG EDMONTON VANCOUVER
NEW GLASGOW DRUMHELLER

IF IT FLOATS OR FLIES VICKERS CAN BUILD IT